

CYCLE NEWS[®]

America's weekly motorcycle newspaper

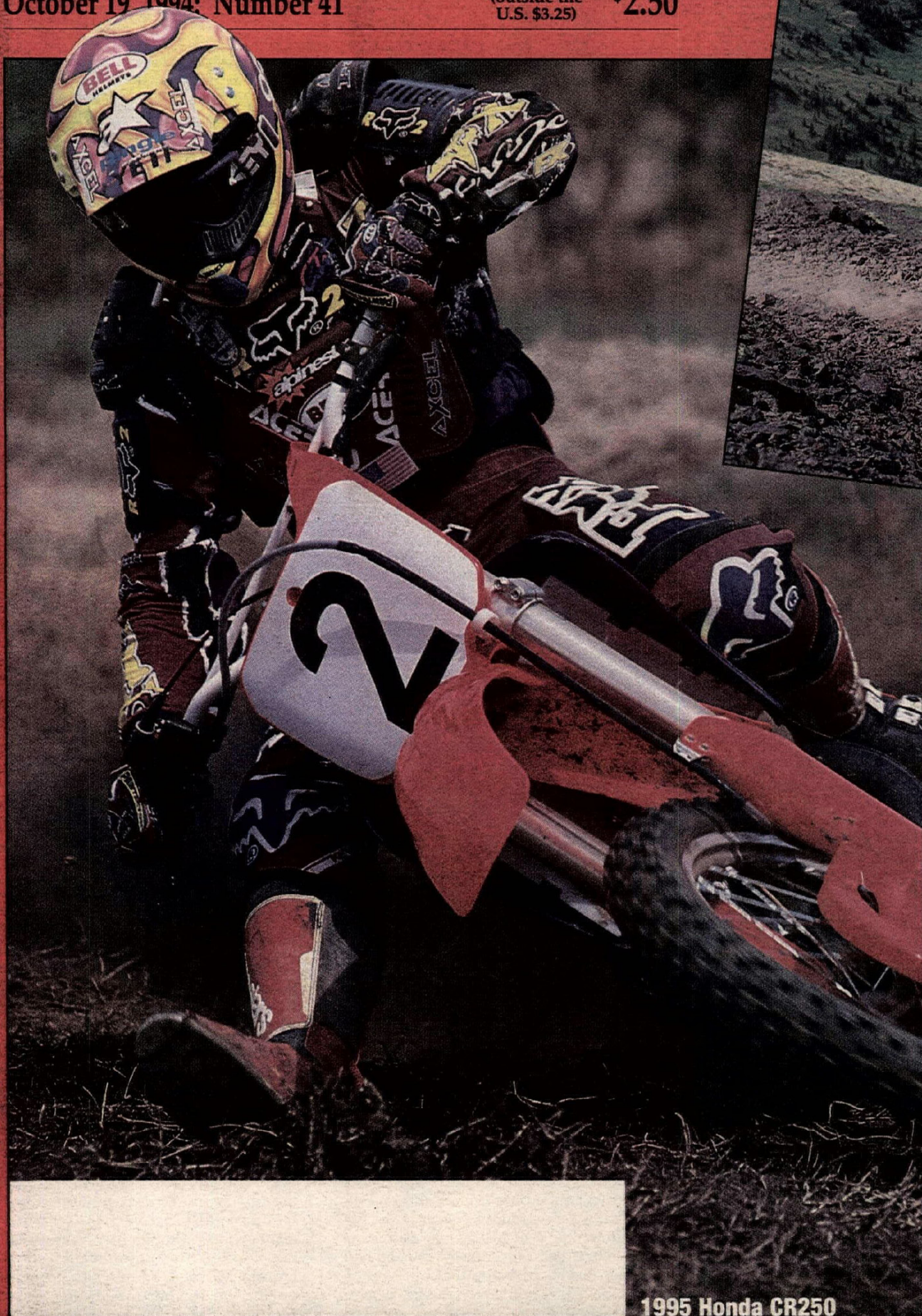
October 19, 1994: Number 41

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OFF-ROAD RIDING IN COLORADO

The Moose is loose



TEST: 1995 Honda CR250
Still the best?

DIRT TRACK: "Wild" Will
wins Pomona, only six
points separate Carr
from Parker

ROAD RACE: Russell does
the double in Donington
World Superbike

1995 Honda CR250

Team Suzuki Endurance (Suz) won its 100th career endurance race with a victory in the WERA National Endurance Series round at Texas World Speedway in College Station, Texas, on October 8, with **Michael Martin** and **Tray Batey** leading the team to victory in the eight-hour event. Team Suzuki Endurance also clinched its 10th WERA Endurance Championship with the victory.

Mike Brown (Hon) turned in a 2-1 tally to take the overall victory in the third round of the AMA Fall Classic MX Series, held in Casey, Illinois, on October 9. **Robbie Skaggs** (Kaw) finished second with **James Dobb** (Hon) third.

Ty Davis (Kaw) continued his hot-streak with a first-place ride at the National Hare Scrambles round in Silver City, Idaho, October 9. The runner-up was **Rodney Smith** (Suz) who was followed across the finish line by **Tom Norton** (Kaw), **Jason Dahners** (Hon) and **Eric Mashbir** (Hus) in that order.

Kyle Lewis (Yam) scored the overall win at the final round of the MTEG Ultracross Series at the Mile High Stadium in Denver, Colorado, October 8. Finishing second was **Larry Brooks** (Yam) followed by **Robert Drew** (Kaw), **Andrew Atkins** (Kaw) and **Ray Crumb** (Yam). Lewis also wrapped up the series title, topping Brooks by 61 points, 489-428. Third in the series went to Crumb.

Mike Dent (H-D) and **Ted Wilkins** (Rot) won the 800 and 540cc classes, respectively, at the AMA National Hillclimb in Oregonia, Ohio, on October 9. Dent topped **Rodney Williams** (H-D) and **Steve Dresser** (Suz) in the 800cc class while Wilkins beat **Alan Hoskins** (Hon) and **Paul Lowe** (Kaw) in the 540cc class. **Lou Gerencer Jr.** (H-D) clinched the 800cc class championship with his fourth-place finish, joining **Paul Pinsonnault** who wrapped up the 540cc title at the previous round.

Will Davis (H-D) wrapped up his third Motorcycle Asphalt Racing Series Championship at the October 1 Asheville Half Mile series finale, held at

Asheville Speedway in Asheville, North Carolina. Davis finished second behind **Mike Hacker** (Rtx) in the 600cc class, and rebounded to win the 750cc division. His combined finishes were good enough to wrap up the championship. **Donnie Krusinski** wrapped up the Harley-Davidson 883 class championship.

A tentative schedule for the 1995 World Championship Road Race Series has been released, subject to confirmation at the FIM congress in Kuala Lumpur, Malaysia, in November. The tentative 14-round schedule is as follows: March 26 - Eastern Creek, Australia; April 2 - Shah Alam, Malaysia; April 9 - Suzuka, Japan; April 30 - Jerez, Spain; May 14 - Nurburgring, Germany; May 28 - Mugello, Italy; June 24 - Assen, Holland; July 16 - Magny Cours, France; July 23 - Donington Park, England; August 6 - U.S. GP (site to be announced); August 20 - Brno, Czech Republic; September 17 - Argentina (site to be announced); September 24 - Brazil (site to be announced); October 8 - Catalunya, Spain.

Though no race track has been designated for the August 6 running of the **United States Grand Prix**, the two tracks that appear to be in the running are **Road America** and **Mid-Ohio**. The promoters of this year's U.S. GP released a statement at the final round of the World Championship Road Race Series in Catalunya, Spain, on October 9 stating that there was a 50-50 chance that the GP would return to Laguna Seca Raceway in Monterey, California. Because of a smaller than anticipated crowd - less than 30,000 - and the high costs of running a temporary race, the U.S. GP lost money again this year and there appears to be little hope of making substantial financial improvements. Both Mid-Ohio and Elkhart Lake would need circuit modifications and the FIM safety officer Hans Bahmer inspected Elkhart Lake last year, making specific recommendations. Among them was a complete resurfacing, which Road America is currently undertaking. Wherever the race is held, it will likely

Biaggi crowned 250cc World Champion

Italian Max Biaggi (right) won the 1994 250cc World Championship in style by taking his fifth win of the series in the Grand Prix of Europe, held at the Catalunya Circuit in Spain, on October 9.

The Chesterfield Aprilia rider ended up topping fellow Italian Loris Capirossi by 1.940 seconds to take the win, and with it the World Championship. Biaggi's main rival heading into the final round of the series was Japan's Tadayuki Okada, but the Kanemoto Honda rider could only manage a fourth-place finish. HB Honda's Dorian Romboni finished third.

Californian Kenny Roberts Jr. came through from last place on the opening lap to finish an eventual 11th on the Marlboro Rainey Yamaha.

The final championship point standings have Biaggi with 234 points, 20 points clear of Okada's 214. Capirossi ends the season in third with 199 points.

The 500cc Grand Prix of Europe was won by Marlboro Roberts Yamaha's Luca Cadalora. The Italian beat recently crowned World Champion Michael Doohan by 3.488 seconds with Cagiva's John Kocinski finishing third. HRC's Alex Criville finished fourth with Marlboro Roberts Yamaha's Daryl Beattie ending up fifth. The second American in the race, Californian Doug Chandler, finished 10th on the factory Cagiva.

Cadalora's victory vaulted him to second in the final World Championship point standings with 174 points - an astounding 143 points behind Doohan. Cadalora edged Kocinski, 174-122, with the injured Kevin Schwantz finishing fourth on 169 points. Spaniard Alberto Puig, seventh in Spain, ended his rookie season in the 500cc class fifth in the championship.

German Dirk Raudies ended the defense of his 125cc World Championship with a victory on his HB Honda in Catalunya, with the win moving him to fourth in the final series point standings. Countryman Peter Oettl finished second on the Marlboro Eckl Aprilia with Moto Bum Honda's Haruchika Aoki finishing third. Newly crowned World Champion Kazuto Sakata finished seventh.

still be promoted by Dorna and Kenny Roberts in conjunction with the track.

The sidecar road racing group, ISRA, which currently competes at five of the 14 road race Grands Prix and three World Superbike rounds, would like to return to an all-GP schedule for next year. The teams receive \$600,000 from Dorna and the FIM for the five GPs and make individual deals with the superbike promoters. In 1995, the teams would be willing to take the same money for eight races, but their contract expired at the end of the 1994 season.

The last Grand Prix of the season in Spain on October 9 fostered a number of rumors about rider changes, and there was plenty of uncertainty about the futures of several riders. Australian Daryl Beattie will be leaving the Marlboro Roberts Yamaha team after a one-year stint to move to the second seat on the **Lucky Strike Suzuki** squad next to Kevin Schwantz. The 24-year-old Queenslander had been rumored to be going to the Yamaha World Superbike team, along with mechanic Trevor Tilbury, but chose the Grand Prix ride instead. Beattie was to test the Lucky Strike Suzuki on Tuesday, October 11, after the European GP at the Catalunya circuit in Spain. It will be Beattie's third different factory ride in three years. He joined the GP circuit in 1992 aboard a Rothmans Honda.

Beattie's signing was made possible by the departure of **Alex Barros**. The 23-year-old Brazilian, who's had an unproductive year and finished eighth in the 500cc World Championship, was released from the second year of his contract immediately after the race in Catalunya. Seemingly everyone in the paddock knew of his demise before he did. Since his firing came so late, he had little news about his future, but said he may have some in a few weeks. One of the earliest rumors had him racing the



Aprilia 400cc V-twin. Barros twice won the Brazilian 250cc National Championship and joined the 500cc class aboard the Cagiva in 1990, racing it for three years before moving onto Lucky Strike last year. He finished sixth in the class in 1993, scoring his only career 500cc GP win at the final race at Jarama, Spain.

Wayne Rainey will again run a 250cc Grand Prix team in 1995, this time independent of the Roberts Yamaha squad. **Kenny Roberts Jr.** will be joined by just-dethroned World Champion **Tetsuya Harada** on Rainey's team with backing likely to again come from Marlboro, though the team is looking for other sponsorship. One rumor, already denied, had them getting backing from Cepsa, the Spanish oil concern. Though nothing has been signed, it's very likely that **Kel Carruthers** will be the team's crew chief. Carruthers, who was the crew chief for six 500cc World Championships with Yamaha, last worked with them in 1990. Carruthers, the 1969 250cc World Champion, returned to Grand Prix racing as a crew chief for **Kenny Roberts** in 1978, and together the pair won three World Championships in 1978, 1979 and 1980. The Australian's three other World Championships came with Eddie Lawson in 1984, 1986 and 1988.

The official Honda 500cc Grand Prix team looks to be identical to this year's squad with World Champion **Michael Doohan** already re-signed and **Shinichi Itoh** and **Alex Criville** close to coming back. Honda has already made a commitment to Criville and the Spaniard is expected to return with stronger backing than this year when he received money from Marlboro and Pepsi. Honda is also actively looking for a team sponsor, though they have already been given the go-ahead from the Honda Motor Company to continue even if no further money is secured. Marlboro Team Pileri's **Loris Capirossi**

Desert shut down by U.S. Senate

The battle over the California Desert Protection Act went down to the wire, but on Saturday, October 8, one day after its scheduled adjournment, the U.S. Senate approved this controversial plan for public lands in Southern California.

In a last-minute voice vote, the Senate approved a compromise version of the desert bill. That version, which will now go to President Clinton for final approval (which he has already said he would sign), includes hard-won amendments proposed by the AMA, but it would still close millions of acres of public land to off-highway riding enthusiasts.

Going into the final days of the legislative session, it appeared that time might run out before Congress would get a chance to take action on the desert bill. But Democratic supporters of the legislation were able to pull together the 60 votes necessary to end a Republican filibuster, setting the stage for passage of the bill. With presidential approval expected quickly, the process of closing down roads and trails in nearly eight million acres of the desert could begin almost immediately.

"We have fought various forms of this legislation for the past eight years," said Robert Rasor, the AMA's vice-president of government relations. "While we are pleased that our compromise amendments have been included in the final version of the bill, we are gravely disappointed that this restrictive act is about to become law."

Preserved in the AMA amendment package are the following areas and roads: South Algodones Dunes, 62,000 acres; Rattlesnake Canyon, Bighorn Wilderness area; Blackwater Well road, Grass Valley Wilderness; Kingston Cutoff route, Kingston Range Wilderness; Horse Thief Canyon and Chocolate Mountain Pass, Piper Mountain Wilderness; Box Canyon corridor, Rodman Mountain Wilderness; Cortez Spring road, Brightstar Wilderness; McIvers Spring road, Kiavah Wilderness; and the Saline-Eureka corridor through Death Valley National Park Wilderness. Also, three popular scenic trails in the Old Woman Mountains were preserved partly because they will allow access to wildlife watering areas.

will move from the 250cc class to the 500s next year, again with backing from Marlboro Italy. What isn't known is how much of the sponsorship will be provided by Marlboro. It could be 100%, but Capirossi's other sponsors have said they'd like to continue their involvement. Capirossi was scheduled to test Criville's Honda NSR500 the day after the European GP, and since it was raining the morning of the test it could prove to be an exciting introduction to 500s. Further tests at Jerez, Shah Alam, Philip Island, and Eastern Creek are also planned for the young Italian with the hope of nearly 4000 test-miles being completed before the season starts next March in Australia.

Frenchman **Jean-Philippe Ruggia** will not be returning to Aprilia and is expected to join the Tech 3 team of Herve Poncharal aboard Honda NSR250s. At the final GP in Spain, the team said they had 50% of the backing they needed to compete. Dorian Romboni has lost his HB Honda backing and is currently trying to put a team together with Honda Italy. He was trying to get a ride at Aprilia, but it was apparently blocked by **Max Biaggi**. The two Italians are known to dislike each other, sentiments that were strengthened after some aggressive riding by Biaggi at this year's German Grand Prix.

The Aprilia 250cc Grand Prix team will consist of two riders in 1995, World Champion **Max Biaggi** and **Jean-Michel Bayle**. The team will again be backed by Chesterfield.

A source within Honda has confirmed that HRC is strongly considering fielding an AMA U.S. Superbike team next year - separate from the Smokin' Joe's Honda team run by Martin Adams - with **Doug Polen** returning to race in the U.S. According to the source, Polen is anxious to return to the U.S. and Honda would like to win the AMA U.S. Superbike Championship. The team reportedly would be run under American Honda colors. Polen's departure would then leave a spot open on the Castrol Honda team and there was speculation it would be filled by Britain's **Carl Fogarty**.

Lou Seals, the president of Seals Communications Corporation, called *Cycle News* on Tuesday, October 4, to clarify the situation with MotoWorld and host **Dave Despain**. "Seals Communication owns MotoWorld and we chose the talent on MotoWorld," Seals said. "I think there is some clarification needed because there are a lot of people who think ESPN owns MotoWorld, and that's not the case. We are going to undergo some major changes with MotoWorld, in the look and the format of the show. Art Eckman will be co-hosting the show with Despain as it goes from a one-man format to a two-man format. There will be a lot of experimentation in the next 90 days. He (Despain) may or may not be hosting MotoWorld in the future. His contract will continue with ESPN and it is likely that he will be seen on other shows, but he will not necessarily be hosting MotoWorld. Past January 1 anything can happen and it may or may not include Dave Despain."

Dirt track racer **Andy Tresser** suffered compressed vertebrae in a crash while competing at Bakersfield Speedway, in Bakersfield, California, on September 24. While a full recovery is expected, Tresser is definitely out for the rest of the season. Cards and letters can be sent

to: Andy Tresser, 666 Vista Ct., Redwood City, CA, 94602.

Several dirt track racers from yesteryear will be on hand at the upcoming **Del Mar Mile** in Del Mar, California, on October 16 to take tour of the track during the "Lap of the Legends" parade at intermission. Scheduled to appear are **Brad Andres**, **Everett Brashear**, **Ernie Beckman**, **Ben Campanale**, **Frank Curry**, **Floyd Emde**, **Don Emde**, **Paul Goldsmith**, **Bobby Hill**, **Larry Headrick**, **Ed Kretz Sr.**, **Ed Kretz Jr.**, **Dick Klamforth**, **Joe Leonard**, **Dick Mann**, **Jack Milne**, **Eddie Mulder**, **Roger Reiman**, **Bob Shirey**, **Bill Tuman**, **Skip Van Leeuwen** and **Ralph White**.

According to the AMA's Vice President of Sports Marketing, **Tom Mueller**, the AMA and the supercross promoters group have not yet come to terms regarding a reconciliation for the **1995 Supercross Series**. "We met on October 4 and we're close, but there's no official deal yet," Mueller said on Monday, October 10. "Ed Youngblood (AMA President), myself and Bill West (supercross promoter) spoke again this morning. We have a couple of differences that came from the meeting. One thing is that the AMA agreed to license the rights to the television package. The promoters took this to mean that we would license the AMA logo - it's a totally different perception. We still feel we own the TV rights and they think we're just licensing the logo. The second thing we're apart on is financial. The numbers are way off. We were prepared to take a lot less than last year to make this work, but the numbers come out to \$50,000 less than our '94 revenue. We ran all the numbers and it would work out that we're down \$93,000 - I can't run the business on that. We shared that with Bill (West) this morning. There are a lot of things we want to look at doing. We have to hire a new technical manager and we'd like to see about using the transponder system in supercross - we couldn't do anything with that revenue. It's all being discussed again today, but we've sure come a long way. I'd say there are about 12-15 deal points and we're okay on 10 or 11 of them. We still have a couple of hurdles."

As far as any agreement with CCS's **Roger Edmondson**, Tom Mueller says that's also hit a stumbling block. "Roger didn't take our deal," Mueller said. "Apparently, he's sending us two new outlines for us to consider. One is a joint effort, as he calls it, and the other is another no-compete where we revisit the numbers. We have a conference call tomorrow with the Board and I guess it's back in our camp again. It's a little disappointing. We'd hoped to have this whole thing defused by our next meeting with the promoters (October 26), but that may not be the case."

Former desert racer, Catalina Grand Prix competitor and ISDT team member **Bob Ewing**, 67, is recovering well from three operations to remove cancer, according to his daughter Shirley Hunt. Ewing was a long-time member of the So. Cal M.C. and the Checkers M.C., and also owned Mission Hills Motorcycle Shop in Sepulveda, California. Ewing, who raced mainly BSAs and Triumphs, competed in all of the Catalina GPs from 1951-1958 and he competed in the 1968 ISDT in San Peligrino, Italy, with a team from the Checkers, earning himself a bronze medal. Those who would like to contact Ewing can do so by writing to Bob and Phillis Ewing, 19147 N. 90th

Cagiva out of Grand Prix road racing?

Cagiva was expected to announce their withdrawal from the World Championship Road Race Series the day after the final Grand Prix in Catalunya, Spain, ending a 14-year association, though no one on the team had been told anything right up to race time and no announcement was made on Monday, October 10.

Cagiva's withdrawal from racing would mean uncertain futures for John Kocinski and Doug Chandler, as well as the technical crew. Kocinski's crew chief Fiorenzo Fanale was openly seeking work for next year and Kel Carruthers is thought to be joining the Wayne Rainey-owned 250cc GP team.

Early in the weekend it was believed that Cagiva might be running a one-rider team and Kocinski's girlfriend and manager Toti Latorre had said that Cagiva had offered him a contract for 1995. When asked at the post-qualifying press conference about the rumors, Kocinski said he was unaware of the "political side" of racing. Kocinski was released from his contract right after the race. Though the contract ran to the end of the year, what the release does is allow him to test other machinery should it become available.

Cagiva's departure leaves Kocinski in a lurch with few possibilities. The strongest rumor linked him with the Ducados Honda team of Sito Pons, though Spaniard Alberto Puig, Pons' current rider, said on Saturday he expected to be back with the team. Kocinski has been trying to raise sponsorship for a 500cc team to be run by Erv Kanemoto, but, though he's tried a number of tobacco companies and multi-nationals, his efforts so far have been fruitless. There has also been some speculation that Honda would not provide bikes to Kocinski, though they're likely to supply Kanemoto with leased bikes if the money was available.

Chandler said that he wasn't sure where he'd be racing next year. "I don't know. There's a lot going on," Chandler said. Chandler may end up as the second rider with the Marlboro Roberts squad, depending on what current Roberts teamster Luca Cadalora does. Cadalora, like Kocinski, has been strongly linked with Pons and less strongly with Kanemoto. Chandler may end up with an official works Ducati World Superbike ride if no 500cc GP ride is available.

The Cagiva 500cc GP bike made its debut in 1980 at the Nurburgring with Italian Virginio Ferrari riding, though it wasn't truly a Cagiva engine. Yamaha crankcases were used and special cylinders were bolted on. (Prior to that race, other bikes had been ridden under the Cagiva name, but they were Suzukis.) The bike qualified 35th, but they didn't score a championship point until Frenchman Herve Moineau finished 10th at the Yugoslavian GP in 1985. Since then they've won three races, the first with Eddie Lawson at Hungary in 1992 and the most recent with Kocinski at this year's Australian GP.

Henny Ray Abrams

Lane, Peoria, AZ 85382 or by calling 602/566-3456.

Newly crowned 500cc World Champion **Michael Doohan** is angered by the recent suspension imposed on his brother **Scott Doohan** by the AMA. The AMA announced last week that Scott Doohan and Brad Hazen had been suspended indefinitely because of the incidents which ultimately resulted in the two crashing at the final round of the AMA U.S. Superbike National Championship round at Road Atlanta. "I was at the track when they crashed, and from what I saw Scott did nothing wrong," Mick Doohan said in a release issued by his press agent. "I can't see how Scott, or any rider, can be suspended when he is in hospital without being given a chance to defend himself at some sort of hearing. The AMA hasn't spoken to Scott to get his version of what happened, and that could be a denial of natural justice. At the moment we're having difficulty getting information from the AMA, but we intend to fight this all the way. I'll be in the States for about a month and I'll be following the situation closely." Scott Doohan underwent corrective surgery on his broken arm in San Francisco, California, on September 29 and will remain there for two more weeks.

The final round of the **AHRMA/Vintage Iron National Series** will run at Hollister Hills OHV in Hollister, California, on October 22-23, presented by the Santa Clara Riders Unlimited. A vintage show, swap meet and National trials will be held on Saturday with some 18 classes of motocross running on Sunday. In addition, a Past Masters race will run with legends such as **Jimmy Weinert** and **Brad Lackey** scheduled to compete. For more information call 408/663-4014.

GFI Racing will run the final round of its Fall Series at the new **Quail Canyon Special Event Area** in Hungry Valley, California, on October 16. The new facility features a 40-rider starting gate and a 1.25-mile motocross track. For more information call 909/943-3302.

Camel Motorcycle Week will be held in Daytona Beach, Florida, on March 3-12, 1995. A free four-color brochure that contains schedule and ticket information is available by mailing a request to Camel Motorcycle Week Brochure, Speedway Public Relations, Dept. CN, P.O. Box 2801, Daytona Beach, FL 32120-2801.

The Motorcycle Safety Foundation recently introduced a new book on motorcycle safety titled, "**Motorcycling Excellence: Skills, Knowledge, And Strategies For Riding Right**." The book contains much of what the MSF has learned in its 21 years of promoting the safety of motorcyclists, and is published by Whitehorse Press. The book will be available in January, 1995 for \$24.95; to order "Motorcycling Excellence" or to receive a free catalog of motorcycling accessories, books or videos, call 800/531-1133 or 617/241-5241.

Just a reminder that the **2nd Annual D-37 Rider Relief Fund Poker Run and Raffle Benefit** will take place at Lucerne Valley, California, October 15, the day before the Training Wheels M/C-hosted AMA National Championship Enduro. All monies raised will go towards riders who receive non-recoverable injuries, or death, resulting from such injuries, during a District 37-sanctioned event. For more information, call Teri Felter at 818/332-1573.

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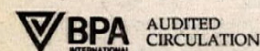
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VOICES

Letters to the editor

ISDE hallucinations

I didn't make it to Woodstock in '69 (or '94) but I did attend what was for me and a lot of other guys a sort of Woodstock this past weekend - the International Six Day Enduro in Tulsa. I didn't see any naked bodies or stoned hippies at the Zink Ranch, but I did meet a bunch of folks like me, who had come to revel in the moment and share with others the passion of motorcycling.

To see that many riders, bikes and spectators in one location was mind boggling. It had been over 20 years since I'd ridden in a competitive event. The sights, sounds and even smell of the bikes brought back a lot of great memories.

My 11-year-old son looked at me in awe when I told him, "I used to ride desert races with that guy," as I pointed out Larry Roeseler - who led much of his final 125cc moto. Young Jeff could not believe that his old dad was once one of "those guys."

Twenty-five years ago I was riding enduros in Southern California. My friends and I were all going to become enduro stars and ride in the ISDT (now it's enduro, no longer a trial). We started an enduro club, the Checkpoint M.C., put on enduros, and practiced changing tires to hone our Six Days skills. To listen to us talk, a stranger might have thought that we were all Six Days veterans as we contrasted the rocks and dust of Spain with the mud and fog of Czechoslovakia. To look the part, I mail-ordered a Barbour jacket from London.

My dreams of ISDE glory were tempered one afternoon in 1971 at the Greenhorn Enduro. I was hustling through the Angeles National Forest en route to my best-ever finish at a National Enduro. I'd zeroed many of the checks and my bike and I were one; I had visions of sponsors waiting at the finish line to hand me contracts and a new bike. Suddenly, reality rudely intruded in the form of the entire Penton clan (remember John, Tom and Jeff?) passing me like I was at a dead stop. When I did reach the finish, the Pentons were already there joking, relaxed. I was whupped out.

In 1972 I had an opportunity to go with the U.S. ISDT team to Czechoslovakia as a part of the support crew. I wasn't

able to ride like the good guys, but I could tag along and help out. At the last minute I backed out and spent my Six Days money on a new bike (an Ossa Pioneer), confident that I would be riding the 1973 event in Massachusetts' Berkshires. Nice bike, dumb decision.

In a weak moment I enlisted in the Air Force and that effectively ended my enduro career. In 1973 Uncle Sam's plans for me did not include participation in the ISDT.

And now over 20 years later, I find myself in a field in Oklahoma, surrounded by several hundred guys just like me - graying 40- or 50-ish types wearing old finisher pins and cycle club T-shirts. For many of us this was our first and maybe last Six Days. Most of the time we are more concerned with our mortgages and mutual funds than motorcycling, but this afternoon we were all out there on that track with Larry and Ty and Guy, streaking to the front one last time. Let's do it again some time, fellas.

Dan Knous
Alva, OK

Dan the Man

Your reader Michael Green is absolutely right (Voices, Issue #38, September 28, 1994). He could have said I was a pretty good driver. I'm a bigger motorcycle fan than all those other bums that did win it.

Just remember me as a pretty good driver and a super motorcycle fan.

Dan Gurney
Santa Ana, CA

Moose on ISDE

I know you've probably received a few letters criticizing the organization of the Tulsa ISDE. As a vendor/sponsor, we too suffered our share of inconveniences during the event, but these instances were overshadowed by the efforts of a great many people - all volunteers - who soldiered on through the difficulties to try to keep the race running.

First to receive my thanks are the hundreds of workers - those from the Tulsa Trailriders and others from around the country - who sacrificed their time and often their vacations to spend two weeks working at all the odd jobs that made the large event a reality. Many of these jobs involved riding to clear and mark the course, and most of the workers I saw had thoroughly trashed their own motor-

cycles in the process. The investment that each of these workers made in the ISDE should not be forgotten.

Every rider I talked to felt that the racing part of the event was very well organized. Vern Street's timekeeping crew set new standards for scoring and results, and managed to keep tabs on all 600 riders without a hitch. Vern's countless hours of software development and testing at local events delivered a computerized daily race summary that was state of the art.

Carl and Terri Ssentaffer, who generously turned their small ranch into a tent city and campground, were simply fantastic. They charged very fair prices, provided every possible convenience, and in the end used their own money to hire a band for a farewell barn-dance blowout. I've never met nicer people.

Most of all I want to say thanks to the American Ride to Win effort, to the wives, parents, mechanics and sponsors of all the racers, and to give my hearty congratulations to all who finished this grueling event. Regardless of the difficulties, these people carried on and gave a performance that all of us in the sport can be proud of.

Pete V. Denison
President, Moose Racing
Denver, CO

Remembering Nick

In Maureen Lee's otherwise superb tribute to Nick Nicholson, she misspelled a gentleman's name that is worthy of correction. That person was Hap Alzina (not Alziner, as it appeared in print). Headquartered in Oakland, Mr. Alzina spent over a half-century in the motorcycle business, was the western distributor of Indian and, later, BSA - building his territory from five to over 250 dealers in the western U.S. A number of riders and dealers (Ed Kretz, Sr., Gene Thiessen, Nick Nicholson, Dick Mann, etc.) owe a good deal of their success to Hap Alzina (pronounced: Al-zee-na). I had the pleasure of being his son-in-law.

Bill Bagnall
Irvine, CA

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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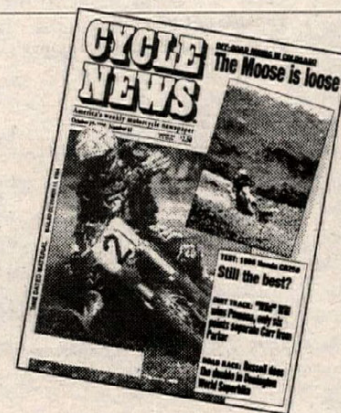
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ON THE FRONT COVER

Lensman Scott Hoffman captured a member of the Cycle News test crew wringing out the 1995 Honda CR250 at Rainbow Motocross Park. Is it as good as it was last year? Turn to page 14 for a complete test. Inset photo: For trail riders, Colorado might just be heaven. See page 22 for the Cycle News trip. Photo by Kinney Jones.



METZELER

Racing Tire Update!

Metzeler has been collecting data on the MEZ tires since their inception. We hope this chart will answer many of your questions about racing on the MEZ Steel Belted Radials.

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This compound is designed for any or all of these situations:
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DIRT TRACK
AMA Grand National Championship Series

Round 21: Pomona Half Mile

Parker's demise, Davis' surprise



After unknowingly taking over the lead, A&R Racing's Will Davis fended off the repeated charges of F&S Harley-Davidson's Steve Morehead and greeted the checkered flag with a half straight-away to spare over the veteran.

"Man, I had no idea that I had won," said a surprised Davis. "On the cool-off lap, I was looking for Scotty, because he usually waits for you on the back straight to congratulate you. I didn't see him, and I thought, 'Man, he must have really spanked us bad!' Then I came out of turn four and saw Craig Rogers standing on the front straight with his arms in the air. I thought, 'Damn, second is pretty good, but he's a little too excited.' Then it hit me - Parker must have broke, and I won!"

Runner-up Steve Morehead was just as clueless. "I was giving it all I could to get by Will, but my air filters got so packed with dirt that my bike started to cut out," said Morehead. "Actually, it's good that I didn't know. If I did, I might have started crying out there - this is my third second-place finish at this darn track! I need a win!"

Finishing third after turning in a spectacular come-from-behind ride was none other than Carr. Entering the race, Carr trailed Parker by five points, and needed to finish ahead of him in order to keep his championship hopes alive. At the start of the 25-lap National, Carr grabbed the holeshot, but missed several shifts as he entered turn one and dropped all the way to last place. Things

(Left) Will Davis takes A&R Racing team co-owner Craig Rogers on his surprise victory lap. It was Davis' sixth career National win. (Below) Steve Morehead (42) challenged Will Davis (21), but eventually settled for a safe second.

By Donn Maeda
Photos by Mitch Friedman

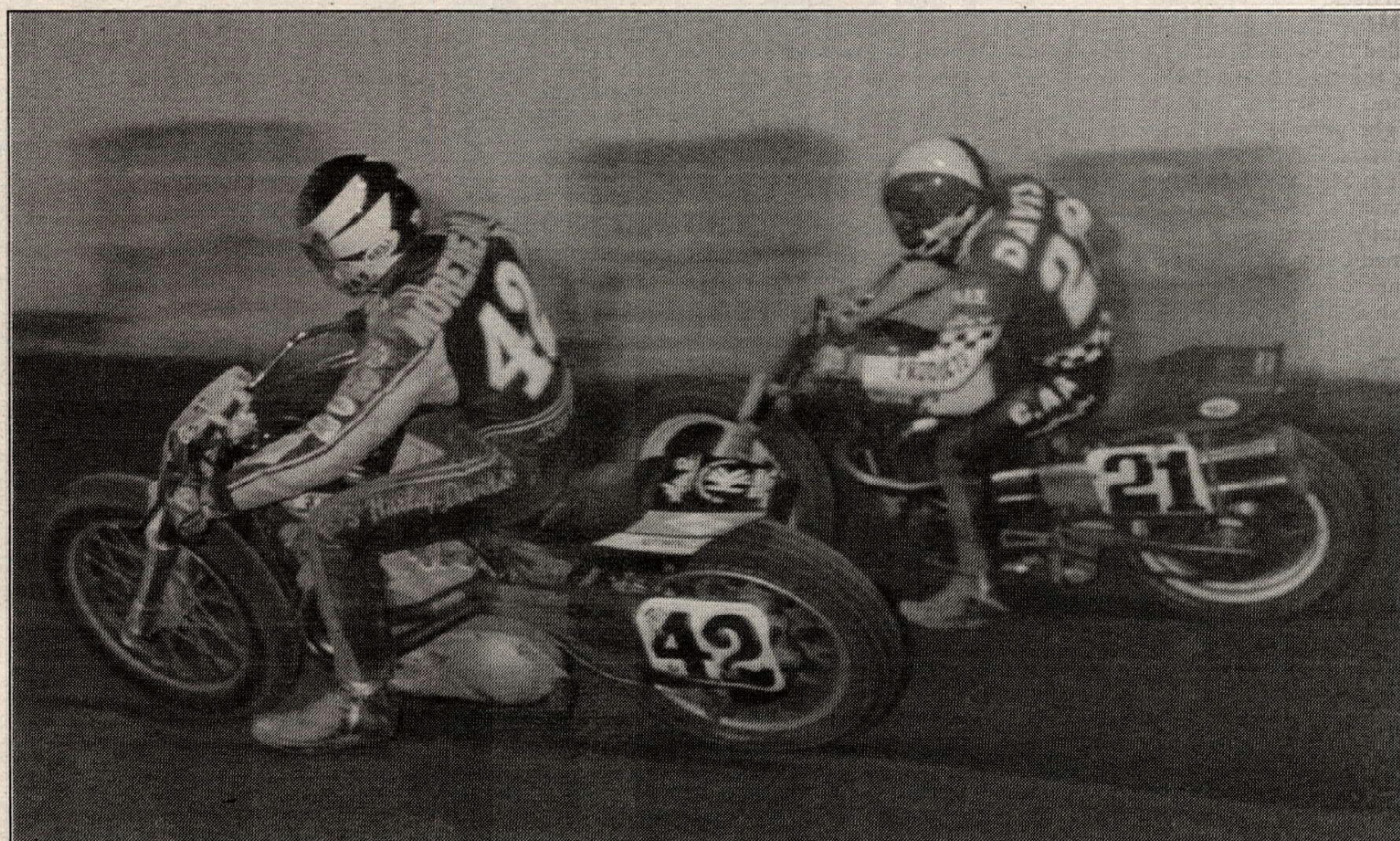
POMONA, CA, OCT. 8.

For the second week in a row, a strange twist of fate altered the apparent course of the Grand National Championship Series.

This time - at the penultimate round of what can only be described as the most competitive series in years - four-time Grand National Champion Scott Parker was the victim.

Just when it looked like the Harley-Davidson factory rider was about to nab his fifth Pomona Half Mile win and further extend his series point lead over teammate Chris Carr, the fickle finger of fate tickled Parker's Bill Werner-tuned XR750 and sent him coasting off the track with a badly blown motor. It was only the eighth lap, but Parker had already put a straightaway between himself and the rest of the field, leaving them to do battle over second.

"I was just cruisin', and all of a sudden it just popped," said Parker. "After that it started to run on one cylinder. Hey, that's life. It wasn't supposed to happen, but it did."



looked bleak for the Californian, as Parker took over the lead and put 14 riders between the two championship rivals. Should Carr win the '94 title, his year should be remembered by the championship-quality ride he put in at Pomona. Not known as an outstanding cushion rider, Carr took to the top of the course and blitzed past rider after rider before finally crossing the finish line a solid third.

"That is the hardest I've ever ridden for third in my life," said Carr, who - like Davis and Morehead - had no idea that Parker had DNF'ed. "When I came around after the cool-off lap and they were signaling me to go to winner's circle I looked up and saw Davis with his arms in the air. I knew that Morehead was right ahead of me and I thought, 'No way.' I couldn't believe what had happened."

So, with only one round remaining, Carr again sits in the driver's seat. At 279-272, seven points separate Carr and Parker. Should Parker win the series finale, Carr can afford to sit back and finish a safe second, and still win the championship. Should he finish third, however, the series will end in a points tie and Parker will be awarded the title by virtue of more round wins.

"Hey, that's racing," said Parker. "I just have to go to Del Mar to win and to win only. Hopefully, someone will get in between us, and I'll win the tie breaker. It could have been worse, he could be eight points ahead. It is what it is."

HEATS

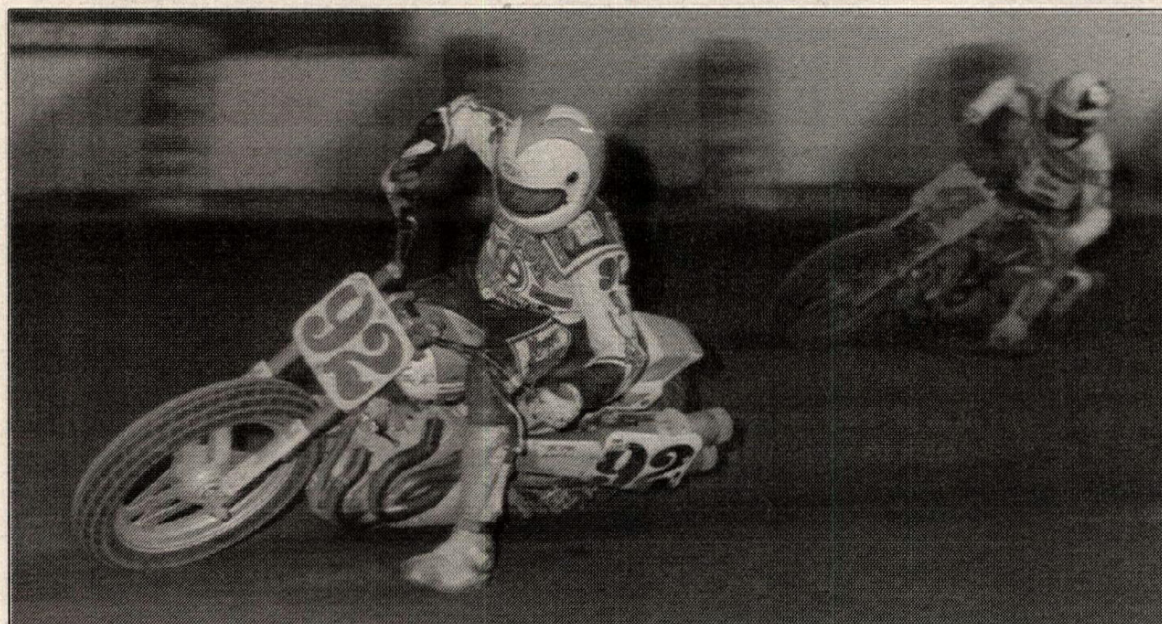
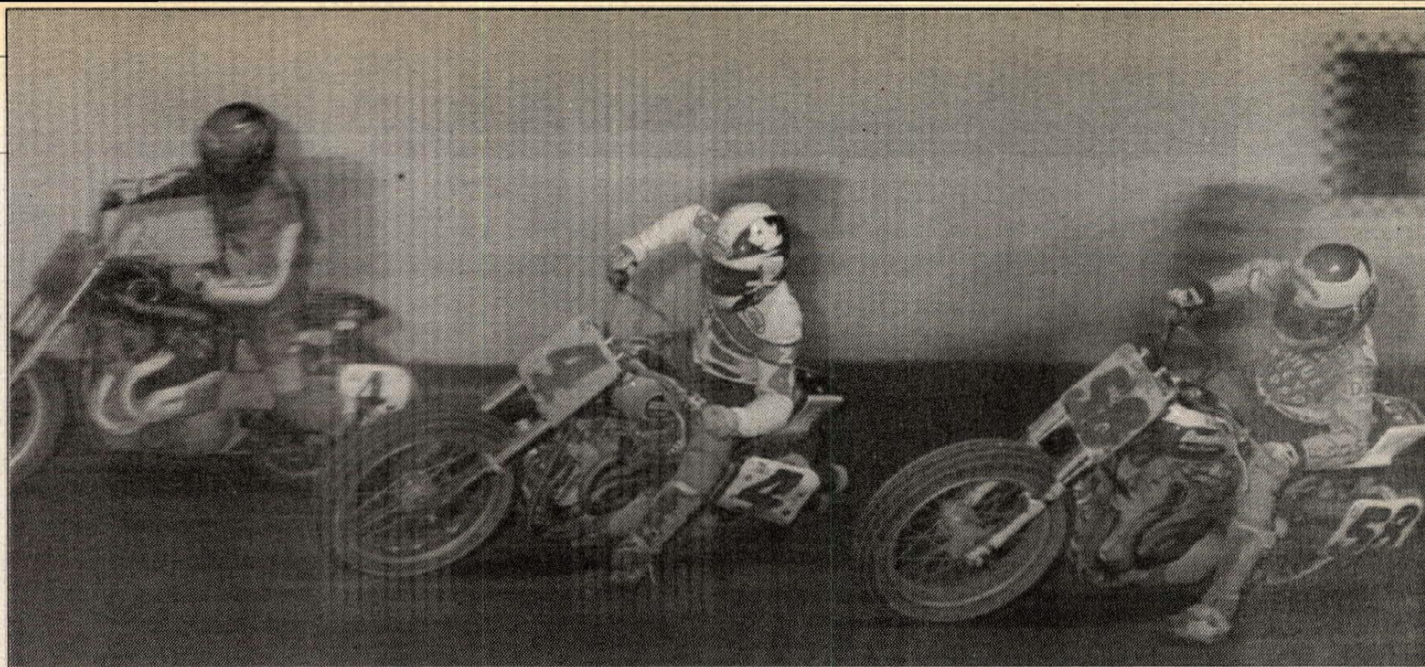
Dusty conditions greeted the 40 Grand National competitors in practice, and many agreed that the track was the worst they had seen at the facility. Though the course was especially rough, only one casualty was suffered throughout the event. Grand National Champion Ricky Graham had his return to racing cut short when he caught his foot in a hole in the first practice session, severely spraining his ankle and putting a premature end to his night. Aside from Graham, there was only one crash-induced delay in the program, and the track yielded some of the best racing in weeks. Multiple lines could be taken through all four corners, and a deep cushion lined the outsides of the odd-shaped half mile oval track.

M&M Racing's Scott Stump controlled the first 10-lap heat race, spanking the field aboard his Mike Morrtuned Honda RS750. Clad in bright-yellow leathers, Stump was impressive as he easily pulled out to a half straightaway lead over runner-up Davey Durelle. Those in the know were equally impressed by the performance turned in by Durelle, as the diminutive Minnesotan suffered severe injuries in a crash at the 1992 fall Pomona Half Mile that forced him into semi-retirement.

Kevin Varnes, Brett Landes and Morehead followed Durelle across the finish line, but would have to qualify via a semi final later in the evening.

Parker served notice that he would be the man to beat by soundly trouncing his opposition in the second heat. After grabbing the holeshot, Parker methodically stretched his lead lap after lap until he was over a straightaway ahead of the rest of the pack.

Behind Parker, a war of sorts was waged over the runner-up position. Sacramento Harley-Davidson's Aaron Hill and Total Control Racing's Kevin Atherton scrapped over the last transfer position throughout the race. Though Atherton pulled off several impressive passes up in the cushion, it was Hill



(Above) After starting dead-last, Chris Carr (4) raged past Chris Evans (4T) and Davey Durelle (58) en route to a remarkable third-place finish.

(Left) Rodney Farris (92) ran fourth until Chris Carr (4) stormed by on the cushion.

Farris held on for fifth. (Below) Aaron Hill was the last rider to fall victim to Carr's charge. Hill finished fourth.

who greeted the black and white in second. The Atherton High Line Show would play again in a semi.

Southeast Harley's Chance Darling zipped into the lead at the start of heat three, but there would be no holding back Davis and his Dennis Town-prepared Honda. Davis ripped into the lead on the first lap and was never challenged as he raced to the win. Carr moved into second early in the race, but was challenged by Loral Lake Racing's Ronnie Jones in the closing stages. The former champ had a scary moment on lap six when he caught his foot in a hole between turns one and two and was nearly ripped off his Kenny Tolbert-tuned Harley, but he regained his composure quickly and maintained second.

The fourth and final heat was a preview of things to come in the Harley-Davidson 883 National. Erion Racing's Larry Pegram rifled off the line with a tremendous holeshot, but a bobble in turn two saw him slip into the depths of the field. Taking over the lead was the ever-popular Jay Springsteen, the three-time champ showing the form that has carried him to 40 National wins. Winchester Harley-Davidson rider Rodney Farris was hot on Springer's tail, but try as he might, there would be no beating the legend. Farris took control of the lead on several occasions with low-line passes in three and four, but the cushion-riding Springsteen outfoxed him with a line change on the final lap. Springsteen edged Farris by only inches at the flag, while Springsteen's Bartels' Harley teammate Mike Hale and rookie Kenny Coolbeth followed at a distance.

SEMIS

WFO Racing's Joe Kopp kept his string of impressive late-season performances by running away with the win

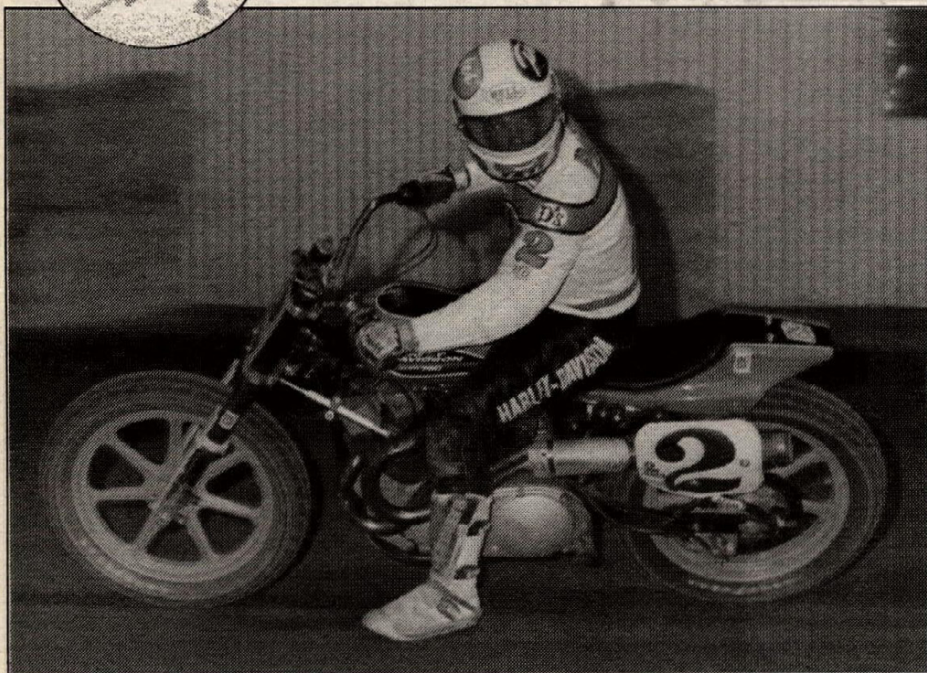


in the first eight-lap semi. Atherton was a distant second, followed closely by Landes.

Former Canadian National Champion Chris Evans scored a commanding win aboard his IM Leathers/Shoei-backed Honda in the second heat race, leading Penn State Cycles' Kevin Varnes

and Brenny's Cycles rider Davey Camlin home with a comfortable lead. All three would race in the National.

Morehead appeared to have his setup problems solved as he pulled out a commanding lead in the final semi, but Jones quickly reeled him in and raced off with the win. Hale finished a



distant third, and would round out the 17-rider National field.

883 NATIONAL

Modesto Harley-Davidson's Matt Wait jumped into the lead at the start of the 15-lap Harley-Davidson 883 National and established an immediate lead over Doug Beattie, James Hart, newly crowned champion Scott Stump and Springsteen. While Wait pulled out a 20-bike-length lead, Springsteen slowly but surely worked past his younger competitors and into second by lap five.

In only two laps, Wait saw his lead shrink away as Springsteen closed in at

an alarming rate. By lap seven, Springsteen had closed the gap and the war was on. As is usually the case, youth and enthusiasm lost out to age and guile. After shadowing Wait for several laps, Springsteen made the pass for the lead on lap 10 and that was all she wrote.

"I knew he was coming," said Wait. "When he went by me, I saw that he was downshifting in the corners. I thought, 'What's he doing? We don't shift these things!' By the time I realized what he was doing, it was too late."

"The cushion was so deep, that I had to downshift to get the power on," said Springsteen. "These 883s are geared so

(Left) Scott Parker was well on his way to a runaway victory, but a blown motor sent him to the pits after only eight laps.

high, that they bog down in the corners when they're deep like that."

Springsteen crossed the finish line with a half straightaway to spare over Wait, who in turn had the same lead over third-placed Stump.

NATIONAL

Shortly after his win in the 883 National, Springsteen again became the victim of the strange stomach ailment that has haunted him throughout his career, and the National got underway minus the sport's most popular rider.

At the flash of the green light, Carr raced off the line like a man possessed and led the charge into turn one. Carr missed several shifts, though, and threw his arm in the air as the entire field raced past.

"I was so excited about getting my first holeshot of the year, that I missed a bunch of shifts," said Carr. "I was thinking, 'Why is all this happening to me?' I knew that the bottom of the track would be jam-packed, so I headed up to the cushion. That would be the only place to pass."

Meanwhile, Parker was happy to slip into the point position, and easily began to outdistance Davis, Morehead, Hill and Farris. By lap two, Parker had already pulled out a 25-bike-length lead, and it would grow and grow with each corner. By the fateful eighth lap, Parker was over a straightaway ahead.

"I was just cruisin', you know?" said

Parker. "Everything was going fine, and then 'Pow!' the motor goes."

At the time of Parker's engine failure, Davis held a firm grip on second, comfortably ahead of Morehead.

"I got into second and figured that I'd try to hold on to Scotty, but man - he was haulin' ass," said Davis. "He kept pulling further and further away. Man, he was gone. I thought he was gonna lap us all."

At the halfway point, Morehead had reeled in Davis and began to challenge him for the lead. The two riders' lines differed greatly. While Davis rode steadily through the middle of each corner, Morehead would enter high and wide before squaring the corners off.

"It was working great, but I was right in Davis' spray," said Morehead. "All of my tearoffs were used up, and his roost was packing my air filters full of dirt. My bike started to cut out, so I decided to settle down and get third."

Davis again pulled away from Morehead, finally greeting the checkered flag with a half straightaway to spare. "I had no idea that I was winning, believe me," said Davis. "If I did, I probably would have crashed or something. It was great."

But what about Carr? After botching the start and dropping to dead last, Carr rode like a madman en route to the front of the pack. On the first lap, Carr's wild ride carried him past eight riders and into eighth. He was sixth by lap three, fifth by lap eight and fourth by the 14th lap.

Hill had controlled third throughout most of the race, but Carr began to steadily close in on his friend and Northern California neighbor. "I was so tired by the time Chris caught me," said

Briefly...

A crowd of 10,615 spectators showed up at the Race West Productions-promoted event, and all agreed that the 25-lap National was amongst the best they'd ever seen. Once a Chris Agajanian Presents-promoted event, the annual stop on the Grand National Championship Series schedule will now be part of a Race West doubleheader weekend. According to Race West's Bill Marcel, next year's spring running will be held in conjunction with the Los Angeles round of the AMA U.S. Superbike National Championship Series. "The possibilities are very exciting," said Marcel. "What we hope to produce is a Daytona of the west - the ultimate motorcycle racing weekend."

As promised, reigning Grand National Champion **Ricky Graham** showed up at Pomona, ready to do battle, but the three-time champ saw his evening come to a painful end only three laps into the first practice session. As has become the norm at the Los Angeles County Fairplex and Exposition Center race track, the first practice session was held in dusty conditions. Unable to see the track, Graham put his foot in a hole on the track as he slid into turn one. "It was a joke, you couldn't see a thing," said Graham. "It was so dusty that you were just going into the turn guessing." Witnesses reported that Graham was nearly ripped off his Undo Racing Honda RS750. Though he completed the remaining practice laps, Graham was later taken to the hospital for examination. It was originally feared that Graham broke his already tender left ankle, but X-rays revealed that it was instead a very severe sprain. "I usually grin and bear it, but there was no faking this one," said Graham. "It really hurt, and it was swollen up like a basketball. We'll have to see how it is on Thursday. If I think I can take it, I'll tape it up and try to race at Del Mar."

Will Davis was also the winner of a five-lap Harley-Davidson vs. Honda Dash for Cash, which was sponsored by **Bartels' Harley-Davidson** and **Mid-Cities Honda/Kawasaki**. The race, which pitted the two fastest qualifying Hondas against the two fastest Harleys, awarded a \$1000 prize to the winner. Aaron Hill narrowly edged Scott Stump for the runner-up position, while Scott Parker cruised home a distant fourth.

Larry Pegram competed at Pomona with an air-powered, drag-race-style push-button shifter fitted on his Erion Racing Honda RS750. "We're just having fun, trying out some different stuff," said **Kevin Erion**. "Skip Eaken handles all of the engine tuning, we're just trying to help Larry out. It's funny, people ask, 'Now that the road racing season is over, what do you do?' Heck, we go racing some more!" Erion reported that the shifter was straight off

a drag-race bike, and joked that, "it might be the most sophisticated piece of equipment on the bike." So, you ask, did the shifter work? Pegram holeshot both his scratch heat and heat race, but failed to qualify for the National. "The shifter worked great," said the always straightforward Pegram. "I just sucked tonight."

Steve Morehead and the F&S Harley-Davidson crew were seen scrambling to piece together a bike in between practice sessions. Apparently, the exhaust system on his number-one bike split open, and the Findlay Flyer was forced to ride his back-up machine. "I felt a lot faster on my number-one bike, but Gary Stolzenburg said that I was faster on the other bike," said Morehead, as he switched the front suspension components from bike to bike. "We'll just have to make due." Morehead reported that during practice, the track was, "already rougher than it's ever been. The ground is so soft that we're just digging huge ruts everywhere."

At the spring running of the Pomona Half Mile, **Steve Morehead** looked well on his way to a commanding win, but a broken swingarm drew his evening to an early end. When heckled about a second chance, Morehead replied, "Well, we're not gonna be breaking any swingarms tonight. I took my Carrera car shocks off and put on regular old motorcycle shocks. The Carreras were bottoming out too much, that's why the swingarm broke."

Is **Scott Parker** a superstitious man? Just before the start of the scratch heats, Parker was spotted with a female member of another pit crew, and the woman waved her hands around and about Parker's head and body in a mysterious fashion for several seconds. "Oh, she just said that it would give me 'extra power,'" said Parker with a smile. "Heck, I'll never turn down no extra power." After his misfortune in the National, perhaps Parker was wondering if it had been a curse, not a blessing.

Thanks to the weekly 50/50 drawing, the **People's Point Fund** has grown to over \$38,000. "The response has been great," said Sarah Goad. "People jump at the chance to win some money and help out the racers at the same time." Raffle tickets bought prior to the race generate a weekly pot, and half of it is awarded to the lucky ticket holder, while the rest goes into the point fund. After the series finale, the point fund will be distributed amongst the series' top 20 finishers.

Joe Winston II, father of 883 competitor **Joe Winston III**, made a bold prediction before the start of the Harley-Davidson 883 National. At the previous Sacramento Mile round, the younger Winston enjoyed the lead position at several points during the race before crashing out in turn two. "Joe was going to win that race," said Winston II. "When he crashed, his steering stabilizer

poked a hole in his thigh, and he's been undergoing intensive, intensive therapy all week long. He's gonna take it easy tonight, but now we know that we can run up front - he's going to win the Del Mar Mile." Should Winston III deliver, he will no doubt make his sponsors at Skip Fordyce Harley-Davidson very happy. Winston III finished 10th at Pomona.

Chris Carr took delivery of his championship-winning Honda XR100 mini dirt tracker at the Pomona Half Mile and almost seemed more excited about that than his newly acquired series point lead. "It's bad, isn't it?" said Carr. "Frank Nye at Engines Only did the motor, and White Bros. did all of the chassis work. It's about 150cc now, and the thing has real suspension on it now." Carr is the defending 100cc National Champion and, obviously, plans to retain his title at the October 22-23 100cc National, held at the Lodi Cycle Bowl in Lodi, California. "It should be a blast," he said. "Scott Russell and Rich Oliver are supposed to be there this year."

Irony of the evening: When Chris Carr's **Kenny Tolbert**-tuned Harley-Davidson XR750 coasted to a stop at the previous round with loose carburetor manifolds, Scott Parker's tuner, **Bill Werner**, had said, "I can empathize with Kenny. That's the kind of thing that can haunt you. When you DNF, you sort of want the rods sticking out the sides of the cases, so at least you can say that you got your money's worth." After Parker pulled from the track with a blown motor at Pomona, Werner found pieces of a piston in the carburetors.

With only seven points separating series point leader **Chris Carr** and **Scott Parker**, the October 16 Del Mar Mile series finale promises to be the race of the year. The finale should see some interesting strategies, as Carr can clinch the crown by finishing second to Parker. The acknowledged "King of the Miles," Parker seems to be the favorite to win the race, but not really. Since Del Mar is an all-new venue, everyone will be starting from scratch and no advantages will be had.

Should **Scott Parker** win his fifth Grand National Championship at Del Mar, he will break free of the tie that he currently sits in with fellow four-time champion **Carroll Resweber** and become the first rider in the history of the sport to earn five Grand National Championships. Parker already holds the record for the most race wins with a whopping 59.

But should **Chris Carr** earn the title, he will join Randy Goss, Kenny Roberts, Dick Mann, Gary Nixon and Bobby Hill as two-time Grand National Champions. Carr's first title came in 1992, when he edged Parker by a handful of points. The former champ is anxious to trade in his number-four plate for the number one that he carried throughout 1993.

Hill. "It was so rough, I was doing all I could to hold on. My motocross experience sure didn't hurt tonight."

Carr momentarily ditched his high lines and passed Hill low in turn two on lap 20.

"I'm really glad that I gave it that extra push to catch Aaron," said Carr. "Even though I had no idea that Scott had dropped out, that one pass gives me some extra breathing room."

Carr eventually finished 20 bike lengths behind Morehead. Hill held on to fourth, while Farris finished a lonely fifth, turning in yet another one of his ever-consistent finishes. Kopp got the best of a three-man scrap that included himself, Stump and Durrelle.

"I crashed during practice and broke the front end on my bike," said Kopp, who enjoyed his best-ever 750cc National finish. "I borrowed one from someone so that I could race. I passed Stump out of the last turn, and I was thinking that he probably wasn't too happy about that - it was his front end that I borrowed."

CN

Los Angeles Fairplex and Exposition Center Los Angeles, California Results: October 8, 1994

HEAT 1 (10 laps; 8 riders, top 2 qualify): Scott Stump (Hon); 2. Davey Durrelle (H-D); 3. Kevin Varnes (H-D); 4. Brett Landes (Hon); 5. Steve Morehead (H-D); 6. Davey Camlin (H-D); 7. Ben Bostrom (H-D); 8. Mike Inderbitzen (H-D).

Time: 5 mins., 12.52 sec.

HEAT 2 (10 riders; 10 laps, top 2 qualify): 1. Scott Parker (H-D); 2. Aaron Hill (H-D); 3. Kevin Atherton (H-D); 4. Chris Evans (H-D); 5. James Hart (H-D); 6. Kris Kiser (Hon); 7. Jess Roeder (H-D); 8. Les Washbon (H-D); 9. Brian Anderson (H-D); 10. Roger Thompson (H-D).

Time: 5:11.79.

HEAT 3 (10 laps; 10 riders, top 2 qualify): 1. Will Davis (Hon); 2. Chris Carr (H-D); 3. Ronnie Jones (Hon); 4. Joe Kopp (H-D); 5. Chance Darling (H-D); 6. Rex Fisher (H-D); 7. Billy Herndon (Hon); 8. Steve Liberty (H-D); 9. Eric Bostrom (H-D); 10. Matt Wait (H-D).

Time: 5:13.12.

HEAT 4 (10 laps; 10 riders, top 2 qualify): 1. Jay Springsteen (H-D); 2. Rodney Farris (H-D); 3. Mike Hale (H-D); 4. Kenny Coolbeth (H-D); 6. Larry Pegram (Hon); 7. Ricky Smith (Hon); 8. Ted Taylor (H-D); 9. Dale Jenneman Sr. (H-D); 10. Rob Hassay (H-D).

Time: 5:16.78.

SEMI 1 (8 laps; 10 riders, top 3 qualify): 1. Joe Kopp (H-D); 2. Kevin Atherton (H-D); 3. Brett Landes (Hon); 4. Larry Pegram (Hon); 5. Kris Kiser (Hon); 6. Billy Herndon (Hon); 7. Ben Bostrom (H-D); 8. Brian Anderson (H-D); 9. Ted Taylor (H-D); 10. Rob Hassay (H-D).

Time: 4:15.92.

SEMI 2 (8 laps; 10 riders, top 3 qualify): 1. Chris Evans (Hon); 2. Kevin Varnes (H-D); 3. Davey Camlin (H-D); 4. Ricky Smith (Hon); 5. Chance Darling (H-D); 6. Kenny Coolbeth (H-D); 7. Steve Liberty (H-D); 8. Jess Roeder (H-D); 9. Eric Bostrom (H-D); 10. Matt Wait (H-D).

Time: 4:15.92.

SEMI 3 (8 laps; 10 riders, top 3 qualify): 1. Ronnie Jones (Hon); 2. Steve Morehead (H-D); 3. Mike Hale (H-D); 4. James Hart (H-D); 5. Jeff Eklund (H-D); 6. Roger Thompson (H-D); 7. Dale Jenneman Sr. (H-D); 8. Rex Fisher (H-D); 9. Mike Inderbitzen (H-D); 10. Les Washbon (H-D).

Time: 4:13.95.

NATIONAL (17 riders, 25 laps): 1. Will Davis (Hon); 2. Steve Morehead (H-D); 3. Chris Carr (H-D); 4. Aaron Hill (H-D); 5. Rodney Farris (H-D); 6. Joe Kopp (H-D); 7. Scott Stump (Hon); 8. Davey Durrelle (H-D); 9. Ronnie Jones (Hon); 10. Chris Evans (H-D); 11. Brett Landes (Hon); 12. Mike Hale (H-D); 13. Kevin Atherton (H-D); 14. Davey Camlin (H-D); 15. Kevin Varnes (H-D); 16. Scott Parker (H-D); 17. Jay Springsteen (H-D).

Time: 13:11.25.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 21 of 22 rounds): 1. Chris Carr (279/5 wins); 2. Scott Parker (272/7); 3. Steve Morehead (221/3); 4. Will Davis (166/2); 5. Rodney Farris (151); 6. Ronnie Jones (132/1); 7. Aaron Hill (110); 8. Kevin Atherton (89); 9. Brett Landes (87); 10. Davey Camlin (87/1); 11. Rich King (76); 12. Larry Pegram (71/1); 13. Kenny Coolbeth (67); 14. George Roeder II (63); 15. Terry Poovey (59); 16. Mike Hale (57); 17. Jason Fletcher (53); 18. Jay Springsteen (51); 19. Ricky Graham (39/1); 20. Davey Durrelle (36).

HARLEY-DAVIDSON 883 NATIONAL (15 riders, 15 laps): 1. Jay Springsteen; 2. Matt Wait; 3. Scott Stump; 4. Doug Beattie; 5. Ben Bostrom; 6. James Hart; 7. Ronnie Brown; 8. Jess Roeder; 9. Dale Jenneman Sr.; 10. Joe Winston III; 11. Alan Eadie; 12. Shawn Higbee; 13. Eric Bostrom; 14. Paul Bergstrom; 15. Lee Parker.

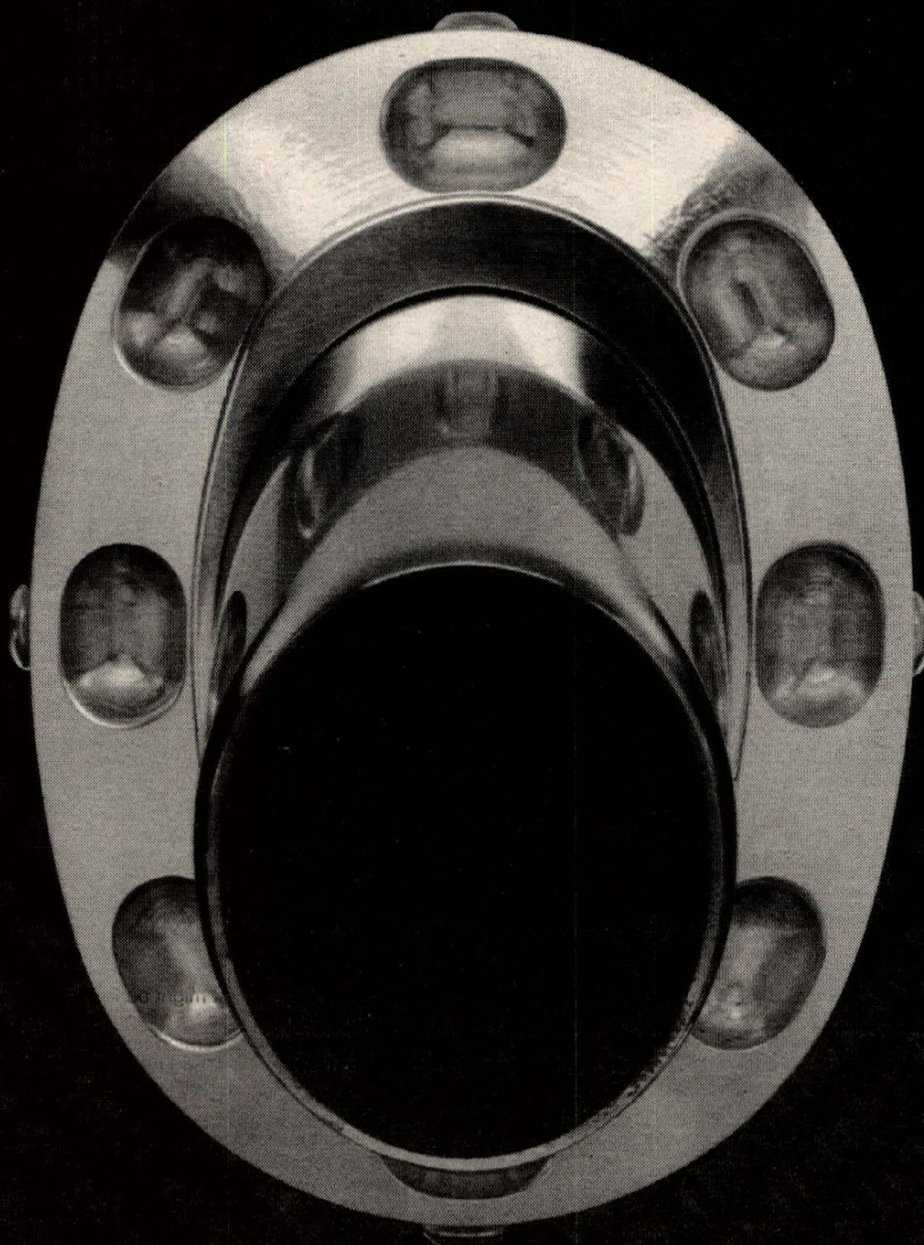
Time: 8:27.87.

HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 14 of 15 rounds): 1. Scott Stump (160/5 wins); 2. Jason Fletcher (125/3); 3. Jay Springsteen (115/1); 4. James Hart (108); 5. Matt Wait (95); 6. Doug Beattie (86/1); 7. Georgie Price (84/1); 8. Steve Aseltine (78/1); 9. Ben Bostrom (62); 10. Tommy Colson (57); 11. Rich King (45); 12. Donald Paul (42); 13. Jess Roeder (40); 14. Bret Beyer (35); 15. Jim Sumner (31); 16. Randy Texter (30); 17. Joe Winston III (28); 18. Dale Jenneman Sr. (17); 19. (TIE) Geoff Clark/Donnie Krucinski (16).

Upcoming Round

Final Round - Del Mar, California, October 16

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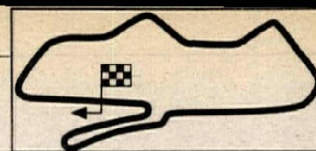
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Russell gets his feet wet

By Johan Vandekerckhove

DONINGTON CASTLE, GREAT BRITAIN, OCT. 2

One week after extending his series point lead to 18 over Aaron Slight, Ducati's Carl Fogarty entered his home-country race at Donington with high hopes. The Brit expected to enjoy a pair of strong performances en route to his first World Superbike Championship ever, but unfortunately for Fogarty, it was not to be. Instead, the estimated 17,000 soaking-wet British fans saw how their local favorite did not stand a chance against American Scott Russell and Australian Troy Corser. The two colonials showed the way around the wet track of Donington, whereas Fogarty was struggling to salvage a set of 14-5 finishes. Foggy's lead is now reduced to a slim five points over Russell, and 17 over Slight. The Phillip Island series finale promises to be a real nail-biter.

RACE ONE

The heavens opened on Sunday morning, and released a steady, miserable rain well into the evening. On top of that, extra trouble began on the starting line when Belgian Stephane Mertens came back from the warm-up lap with an overheating engine. In the fuss before the start, he stalled his engine and made his mechanics push the bike back to life, much to the disliking of the other riders who were still on the starting line, knowing that their own bikes were heating up during the delay.

In the meantime, some riders opted to change tires, as the sky seemed to clear up a bit. Fogarty, Pirovano and Lucchiari were some of the riders having second thoughts. For Fogarty, the choice would have disastrous consequences for his race result.

Bontempi got away first as the lights went to green, but the Italian's lead would not last for very long. After one lap, Russell had gotten past him and he led Bontempi, Corser and Casoli. Fogarty was already struggling after a poor start, and crossed the line for the first time in sixth position. A few laps later, Corser got in front and tried to get away from Russell. But the American would not let go, and one lap later, it was the Georgian once again in the lead.

He would not be passed again.

Russell and Corser were going at a pace that seemed incredible on the wet; after a few laps, they already had a 10-second lead over the duo of Bontempi and Casoli, followed by a lonely and surprising Carter, then by New Zealanders Crafar and Slight. Fogarty, at that time, was trying to hold on to Doug Polen in 10th, desperately trying to fend off the attacks from Ducati riders Andreas Meklau and Matt Llewellyn.

For the rest of the race, Corser stayed close enough in touch with Russell to keep the spectators on their toes. Slight, the other rival of the British favorite, got into some sort of trouble around halfway when he missed his braking point at the esses, dropping back from sixth to eighth, with a long way to go to catch up with seventh-placed Meklau. Bontempi also lost ground as the race went on, a clear victim of a poor tire choice. But most of the British eyes were concentrated on Fogarty, who lost even more ground, and at one point was threatened to be pushed



Scott Russell was dominant at Donington Park. The Georgian won both legs in horrible conditions to climb back into the World Championship picture with one round remaining.

out of the top 15 by Jochen Schmid, Valerio Destefanis and Polen.

In the end, Russell won his eighth race of the year, in front of Corser and Casoli, who had lost Bontempi underway. A very disappointed Fogarty finished 14th. "Just trying to stay on the bike was hard enough," he said. "If I had not changed the tire during that Mertens incident, I know I could have finished within the top four. I am disappointed about the team - before the race the Italians had told me not to worry about the other Ducati riders..."

Russell had shrunk Fogarty's lead

more than he had ever expected before the race. "At the beginning of the race, I waited for Troy to pass me. After all, he'd set the pace in the wet during practice. But after a few laps, I started thinking that he just couldn't go any faster. From then on, I felt confident that I could win."

For Corser, the delayed start was not such a problem. "I had a feeling that it was going to rain again," he said. "So I did not mind that we lost some more time while the track was still a little drier. During the race, I gave myself a good chance to pass Scott on the last lap. If I got past him after the chicane, he would never

catch up with me in the acceleration. But I guess I was a little bit too greedy, and the rear wheel spun which made me lose a lot of ground."

Casoli finished third in front of Carter, Crafar and Bontempi. Slight was eighth. "We struggled with traction problems at the rear," the New Zealander commented.

His teammate Polen came home even later, in 12th. "The rear tire turned out to be a wrong bet," the former world champion said. "Then a small brake problem made things even worse."

The Castrol Honda rider had been battling with privateers Stringer, Morrison

Wet and dry

As could be expected, rain determined the pace that the superbike riders were going to set on a cold British track in October. Against all odds, and against the liking of most of the British fans, Scott Russell started his psychological war on Friday - setting best time during free practice. A small off-road excursion during one of his fast laps demonstrated how eager the American was to show his teeth. On Saturday, the first official practice session was run under heavy rain. It did not, however, stop Troy Corser (above) from clocking an incredible 1:46.72 in those atrocious conditions - almost three full seconds clear of the rest of the field.



"I almost found my lines by mistake, but they were very fast in the wet," the Australian said afterwards. "And then during the last few laps, the Michelin guys gave me some special tires Carl has been using for some time. They made a big difference, but I had not expected that big a lead."

Unfortunately, the skies cleared up in the afternoon, and the second session was run on a track with a racing line that got drier and drier as time went on. Lap times went down faster than could be followed on the monitors, and the pole time changed several times during the last quarter of an hour. Doug Polen, Jochen Schmid, Piergiorgio Bontempi, all held best time

for an instant, but at the end, it was Carl Fogarty who took his Ducati to the best starting position ahead of Aaron Slight, Piergiorgio Bontempi, Polen and Russell. Foggy owed a lot to his local knowledge, as he pointed out: "I just came in a quarter of an hour before the end, and let the guys put slicks on. Five minutes later, as the track dried up, I got out and in the very last lap, I got a clear track, and took pole." Corser, on the other hand, was out on the track on the wrong tires at the wrong time, and fell back to 15th position. Slight was quite happy with the result, especially as he had spent some time testing new engine parts (differently shaped pistons and cylinder heads, different port shapes, all of which provided more power).

Russell denied he had started a psychological war on Friday: "I was just trying to do the best I can on the track. That is the only option left for me now that Carl has got a considerable lead. I only got in trouble once, when the back stepped out and I got off the track. Fortunately, I didn't crash. On Saturday, I lost a chance to get a better time because I ran out of gas. Having said that, I feel quite comfortable on the dry, and I have shown that I can be consistently fast on the wet, too."

Polen was fourth on the front row, despite having run into some unexpected problems. "I almost lost the bike in one of the first corners, when it appeared that the tire warmers had not worked. Fortunately, things went pretty well from that stage onward. The new engine delivers the goods as promised. I did my best time - like everybody else - in the closing minutes. I know I could have gone faster on a softer front tire, but you don't hear me complaining. A front-row starting position is always a plus."

Crafar notched up the 10th fastest practice time, despite some fuel-injection problems. Casoli, once again, had been involved in a crash - this time he collided with Moroni during his fastest lap. The Yamaha rider stayed on board, but Moroni crashed and injured his leg and arm.

and Llewellyn before losing more ground in the final laps.

RACE TWO

A few hours later - in equally bad conditions - Mauro Lucchiari was desperate to take revenge for his DNF in the first heat and took command for some five laps. Corser was the first to get into the slipstream of the young Italian, and a few laps later, was followed by Russell. Corser got past Lucchiari a lap later. Then Russell followed that example, and the duel from the first heat was done all over again. After 10 laps, Corser and Russell were on their own again, followed by a lonely Lucchiari, and then by Fogarty, who was put under pressure by Pirovano and Casoli.

The Briton was clearly struggling to keep up with the two Italians, and soon he dropped back to sixth, with Casoli heading toward a certain fourth place (despite some gear-changing problems). Pirovano was hesitant about running away and taking some more points from his Ducati markmate. The mental problem was resolved automatically when, seven laps before the end, the number-four Ducati started to make very disconcerting noises, and Pirovano lost ever more ground, now hoping that his bike would simply hold on until the end.

In the closing stages, Russell had full control of first, with Corser once again set for second. Nothing would change for the first four positions, with Russell winning in front of Corser, Lucchiari and Casoli. In the end, Fogarty finished a lonely fifth, whereas Pirovano had dropped back to 12th. Later on, it was discovered that the plugs and the plug leads on Pirovano's Ducati had not resisted the amount of water they had been exposed to. Slight finished 10th and Crafar finished the race in 15th after one of the four cylinders had given up the ghost.

Polen retired after three laps. "This time, I got a good tire on the bike, but unfortunately, that only made the front brake problem worse. I rode in the way of everybody, and I preferred to retire instead of bothering everybody else on the track..."

For Russell, things had gone exactly as planned. "When I got in front of Troy, I knew that I could win again. Things look pretty good for the championship now. I know the Phillip Island track pretty good, and with only five points between me and Fogarty, I think I can win my second title."

Troy knew what the score was and did not insist any further.

Fogarty finished fifth. "Even this race did not go too well. I kept missing gears in the last couple of laps. But I simply do not understand why the other Ducati riders did not slow down. This might cost me dearly at the end of the season," he said.

Slight, who got home 10th with his rear wheel spinning all over the place from a too hard rear tire, was not as happy. "I'm very disappointed about this weekend. For a couple of races, I had been hoping for rain so that our lack of power would be compensated for," he said. "Even this morning, when it started to pour down, I reckoned I still had a fair chance to win. Unfortunately, things have not worked out that well. The championship is still not over, but definitely something will have to go wrong with Scott or with Carl. But Honda will be working overtime to produce some more parts for the Australian final race." **CN**

Donington Park Race Circuit
Donington Castle, Great Britain
Results: October 2, 1994

QUALIFYING: 1. Carl Fogarty (1:38.49); 2. Aaron Slight (1:39.28); 3. Piergiorgio Bontempi (1:39.36); 4. Doug Polen (1:39.55); 5. Scott Russell (1:39.71); 6. Mauro Lucchiari (1:39.81); 7. Paolo Casoli (1:39.86); 8. Michael

Paquay (1:39.91); 9. Andreas Meklau (1:40.14); 10. Simon Crafar (1:40.35); 11. James Whitham (1:40.37); 12. Fabrizio Pirovano (1:40.64); 13. Brian Morrison (1:40.68); 14. Jochen Schmid (1:40.73); 15. Troy Corser (1:41.06); 16. Michael Rutter (1:41.27); 17. Matt Llewellyn (1:41.98); 18. Mauro Moroni (1:42.00); 19. Nick Hopkins (1:42.09); 20. Massimo Meregalli (1:42.19); 21. David Jefferies (1:42.21); 22. Stephane Mertens (1:42.22); 23. Jim Moodie (1:42.76); 24. Valerio Destefanis (1:42.90); 25. Gianmaria Liverani (1:43.19); 26. Andrew Stroud (1:43.32); 27. Roger Bennett (1:43.35); 28. Christer Lindholm (1:43.50); 29. Jeffery De Vries (1:43.99); 30. Andrea Perselli (1:44.04); 31. Niall Mackenzie (1:44.12); 32. Alan Carter (1:44.81); 33. Dave Redgate (1:45.81); 34. Ray Stringer (1:46.78); 35. Serafino Foti (1:47.71); 36. Aldeo Presciutti (1:48.50); 37. Robert Fevre (1:48.79); 38. Dave Hill (1:49.35); 39. Luca Ruggeri (1:50.06).

RACE ONE: 1. Scott Russell (Kaw); 2. Troy Corser (Duc); 3. Paolo Casoli (Yam); 4. Alan Carter (Duc); 5. Simon Crafar (Hon); 6. Piergiorgio Bontempi (Kaw); 7. Andreas Meklau (Duc); 8. Aaron Slight (Hon); 9. Brian Morrison (Hon); 10. Michael Rutter (Duc); 11. Jochen Schmid (Kaw); 12. Doug Polen (Hon); 13. Valerio Destefanis (Duc); 14. Carl Fogarty (Duc); 15. Massimo Meregalli (Yam); 16. Michael Paquay (Hon); 17. Matt Llewellyn (Duc); 18. Jeffery De Vries (Yam); 19. Ray Stringer (Duc); 20. Stephane Mertens (Duc); 21. David Jefferies (Duc); 22. Niall Mackenzie (Yam); 23. Dave Redgate (Yam); 24. Gianmaria Liverani (Hon); 25. Mauro Moroni (Kaw); 26. Andrea Perselli (Duc).

Time: 42 min., 45.14 sec.
Distance: 24 laps / 59.95 miles.

Average speed: 84.196 mph.

Margin of victory: 0.25 sec.

Fastest lap: Russell and Corser, 1 min., 45.64 sec. / 85.184 mph.

RACE TWO: 1. Scott Russell (Kaw); 2. Troy Corser (Duc); 3. Mauro Lucchiari (Duc); 4. Paolo Casoli (Yam); 5. Carl Fogarty (Duc); 6. Alan Carter (Duc); 7. Piergiorgio Bontempi (Kaw); 8. Brian Morrison (Hon); 9. Andreas Meklau (Duc); 10. Aaron Slight (Hon); 11. Massimo Meregalli (Yam); 12. Fabrizio Pirovano (Duc); 13. Jeffery De

Briefly...

Alan Carter was the "guest rider" in the official Ducati team at Donington. The deal with the former Grand Prix 250 rider was struck only one week before, when Carter met his old-time friend **Virginio Ferrari** at a restaurant near the Mugello race track. Carter, who has been racing a Ducati Supermono this season, had been promised a private test session on a 916 before the end of the year, and proposed his services for the Donington race. Ferrari accepted and lent Lucchiari's spare bike to Carter for the Donington race in order to help Fogarty in his bid for the title. Carter went pretty well in his WSC debut; he finished fourth in the first heat and sixth in the second heat. Carter is now considering contesting the whole '95 series aboard a 916.

Simon Crafar is very close to signing a contract with the **Promotor** team, who have entered **Andreas Meklau** this season, and who are looking for a second rider next to "Meki." The Austrians have made a deal with Ducati, and will enter Ducati 916s for two top riders in 1995. Crafar still hesitates, as he has some other options - Team Rumi might still go on in 1995 - and moreover, the proposed contract left open an option for the team to replace Crafar by a rider who is ranked even higher than Crafar and Meklau in the point standings after the Donington race, someone with whom the Promotor team are negotiating now.

Even though **Doug Polen** has signed a two-year contract with Honda to do the World Superbike Championship series, it is not unlikely that the Texan might return to the States to represent Honda in the National Superbike races. "According to my contract, I

am staying to do a second WSC campaign in 1995, but if the Japanese want me to race in the States, I am willing to talk about it," he said. Another candidate for the Honda America ride is **Miguel Duhamel**, who was on a deadline with them on the same weekend as the Donington race.

Time: 44 min., 57.14 sec.
Distance: 25 laps / 62.491 miles.
Average speed: 83.413 mph.
Margin of victory: 1.95 sec.
Fastest lap: Scott Russell, 1:45.49 sec. / 85.308 mph.

am staying to do a second WSC campaign in 1995, but if the Japanese want me to race in the States, I am willing to talk about it," he said. Another candidate for the Honda America ride is **Miguel Duhamel**, who was on a deadline with them on the same weekend as the Donington race.

Another American who might change makes next year is **Scott Russell**, even though he is still under a three-year contract (until the end of 1996) and denies any rumors about a possible change. His contract does, however, contain some clauses which might release him. In the meantime, **Rob Muzzy** is also looking for a second rider to team with Russell (if he stays) after **Terry Rymer** has not shown the progress all parties involved had expected in the latter half of the season. Terry did not ride in Donington; his knee injuries sustained in Mugello did not allow him to race under the best conditions. On Thursday, he had contacted his team to tell them that he would not be able to ride.

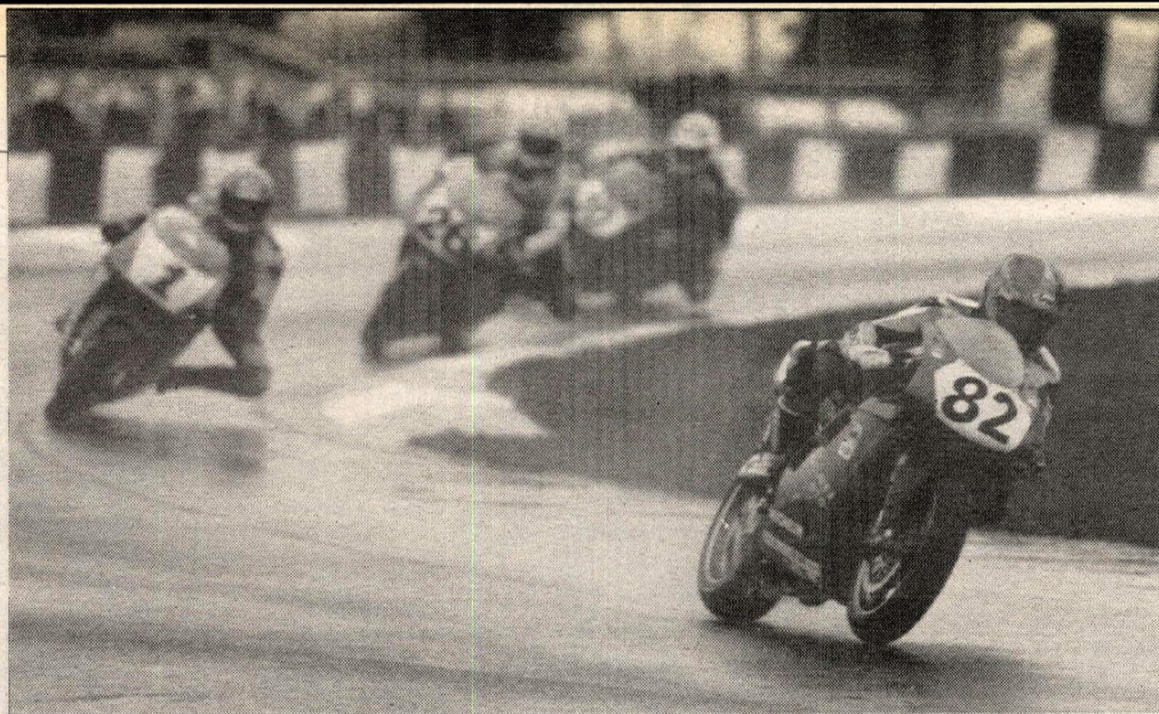
Very worrying news from Sweden reached the Donington paddock. **Anders Aberg**, the Swedish member of FIM's road racing commission, was last seen on the last trip of the Estonia, the ship that sunk in the East Sea a few days before the Superbike race, causing the death of more than 800 passengers. Even though the news was still not official (most of the bodies still have to be recovered), it is very likely that the Swedish racing enthusiast died in the accident. Aberg owned two factories in Estonia, and made the trip back and forth from Sweden several times a week.

For the first time this season, young Belgian rider **Michael Paquay** looked to deliver the goods everyone had expected from him all year long. The 22-year-old from Saint-Hubert in the Belgian Ardennes got a lot of help from

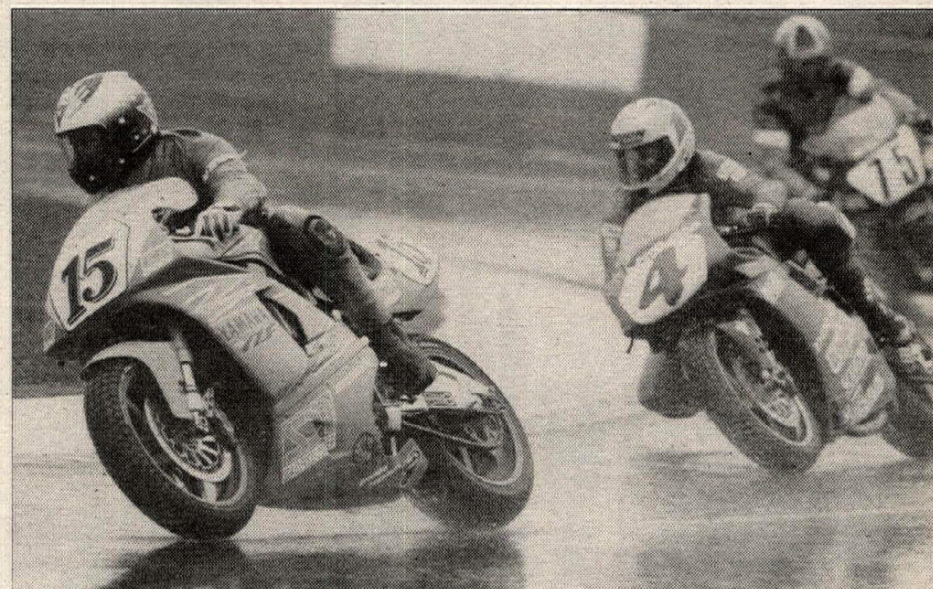
the national importer and Honda Europe after winning the European Supersport title in 1993. Partly because of his collaboration with Honda four-stroke specialist **Jean D'Hollander**, Paquay got hold of exactly the same equipment as **Simon Crafar** of Team Rumi. The Belgian VZM Team, however, lost a lot of time in the beginning of the season trying to make the RC45 work on White Power suspension. After a disastrous Austrian round, they switched to Ohlins, but that upgrade has not shown in the results. Paquay was eighth fastest during practice in Donington Park, but finished out of the points on Sunday. He blamed the consequences of his heavy tumble in official practice at Mugello a week before.

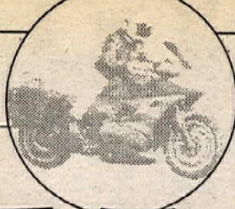
During the week between the Mugello and Donington races, **Troy Corser** went to the Ducati factory in Bologna, where he signed a one-year contract for next year. He will be integrated in the Ferrari team and will contest the World Superbike Championship Series. "At first, Ducati wanted me to stay in the States," Corser said. "But I did not want to race against the same guys, on the same circuits. World Superbike racing is the next step. I will, however, enter a few Nations races in the States, where I will carry the number-one plate for the Ferracci team."

Reliable engineering can be a problem, even within the Muzzy team, which notched up a double victory at Donington Park. Take the team's...chairs. Sitting down for a revealing interview with the all-present British journalist Chris Carter, **Rob Muzzy** had a scary moment when his chair collapsed during his conversation. The team's mechanics are confronted with a mystery: Chris Carter's chair resisted even the heavy shocks caused by the journalist's laughter; moreover, Chris is at least three times as heavy as the Kawasaki team owner...



(Left) Troy Corser (82) led Scott Russell in the early going. The Australian was also impressive, finishing second twice at Donington Park. (Below) Paolo Casoli (15) battles with Fabrizio Pirovano (4). Casoli finished third in the first leg and fourth in the second.





NEW MODELS

1995 Kawasaki street bikes

New from Nashville

By Paul Carruthers

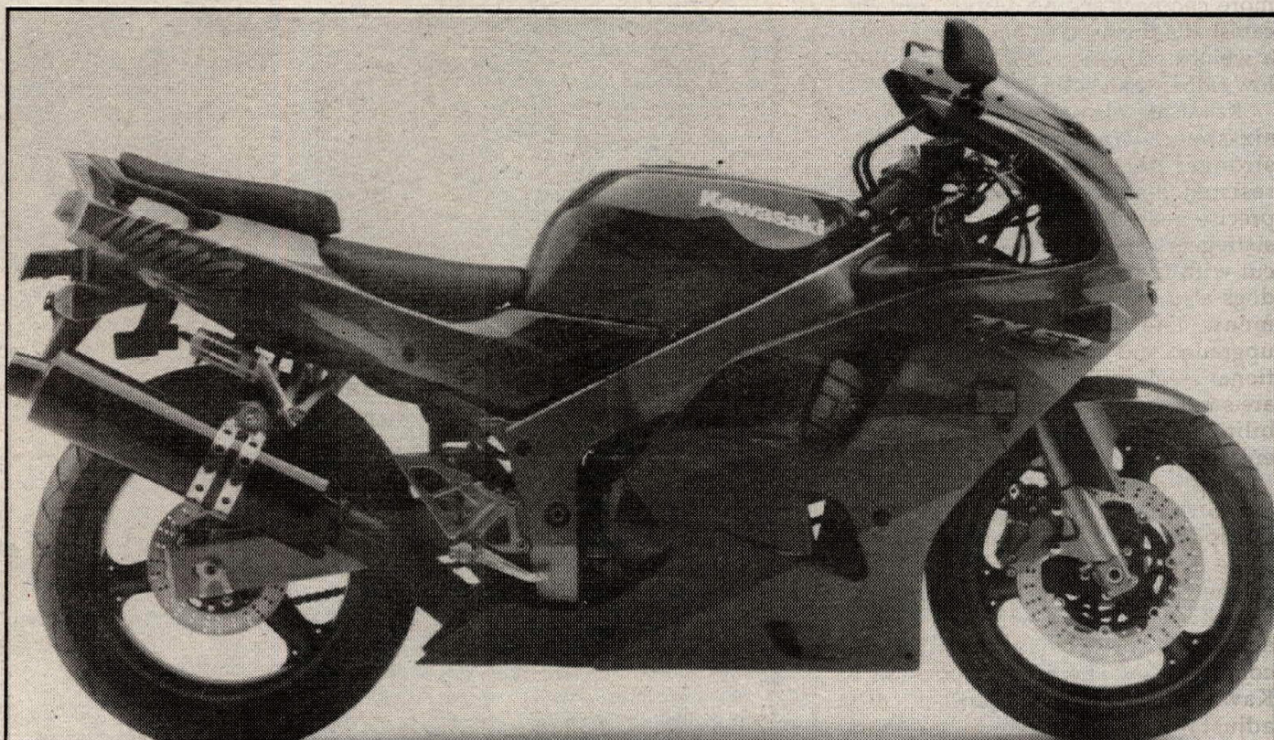
NASHVILLE, TN, OCT. 6

Three new models highlighted Kawasaki's introduction of its 1995 lineup to dealers in a country-western extravaganza, held at the Opryland Hotel in Nashville - the GPz1100 sport-tourer, a new Vulcan 800 cruiser and the updated race-ready ZX6R sportbike.

With cruisers currently leading the way in motorcycle sales, it seemed only natural that the big "K" would have a new Vulcan for the 1995 season. The all-new Vulcan 800 follows the

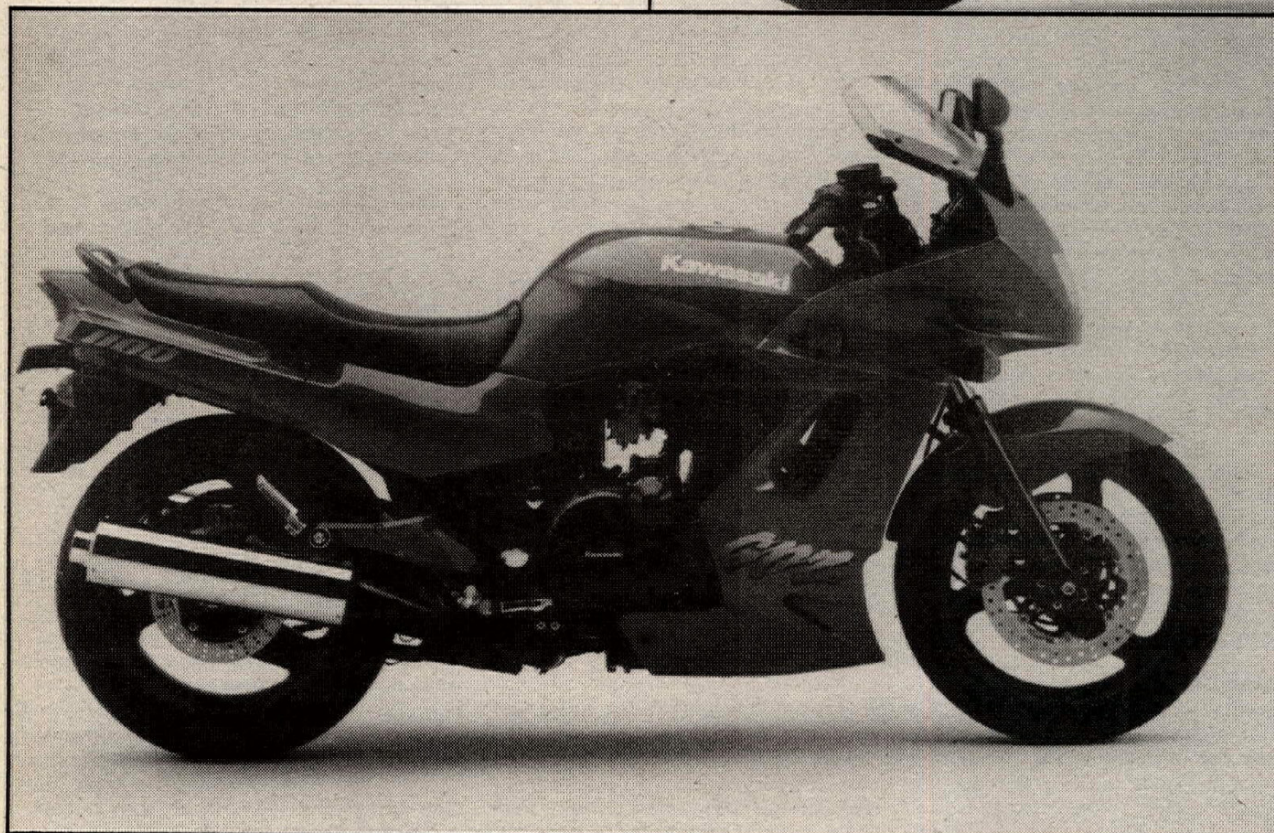


▲ Kawasaki Vulcan 800



◀ Kawasaki GPz1100

▲ Kawasaki ZX-6R



pattern set by Harley-Davidson, and more recently the Honda American Classic, with lots of chrome, low seat height, V-twin power, and kicked out front end. Choppers for the '90s.

But while Honda has tried to duplicate the vibrations and throaty rumble that have helped make Harley-Davidson so popular, most notably by using a single crank-pin design, Kawasaki claims that they have accomplished the same goal but without - in their own words - "draining vibration normally associated with this design." This was done by planting a gear-driven counterbalancer in the liquid-cooled, 55-degree V-twin engine and using rubber front engine mounts.

The engine's eight valves are driven by a single cam in each cylinder; the forward cam is driven off the left end of the crank, and the rear cam is driven off the right side.

Carburetion is handled by a single, sidedraft, Keihin CVK 36mm carb, complete with an accelerator pump.

To give the bike that custom look, the cylinder heads incorporate large cooling fins, and the cylin-

ders themselves use pressed-in iron wet liners.

The all-new motor rests in a double-cradle, single-backbone frame, constructed of high-tensile steel, and features a right-side downtube which unbolts for easier engine access. Kawasaki gave the new Vulcan a super-low 28.3-inch seat height.

Suspension-wise, a raked-out, 41mm Showa fork handles the duties up front, while a "hidden" single-shock design is used out back. The shock, which is tucked out of sight, giving the Vulcan the rigid-frame look, has little in the way of external adjustment, just a seven-way cam-type adjuster.

Other features include a stepped seat, a backrest, dual helmet locks and a maintenance-free battery. The suggested retail price of the new Vulcan is \$6699.

In an effort to wrest back the Middleweight crown in the ever-popular 600cc sportbike class, Kawasaki has introduced yet a third Ninja 600 - this one dubbed the ZX6R. The new motorcycle features ram air induction that feeds the four downdraft 36mm Keihin carburetors from the nose of the fairing. The ZX6R also features a right-side cam drive, allowing for a more compact engine design; and the camshafts themselves have undergone a weight reduction and are now hollow rather than solid.

Kawasaki also claims that the new six-speed transmission features stronger parts and reduced sliding resistance and radial play for more precise gear changes; second through sixth gears are also thicker and undercut with five cold-forged engagement dogs also improving feel and engagement. The clutch has also been upgraded and now contains two additional steel and friction plates which are smaller in diameter. Cooling capabilities have also been increased by enlarging the radiator.

An all-new perimeter frame is similar to that used on the Japan-and-Europe-only ZXR400, and weighs in some 6.6 pounds less than the frame on the ZX6. The ZX6R uses a conventional 41mm fork which is fully adjustable for preload, rebound and compression. The rear suspension is Kawasaki's Uni-Track and is fully adjustable for ride height, preload, rebound and compression.

Drilled 300mm semi-floating disc brakes are used up front (with four-piston calipers) while a 230mm disc is used on the rear wheel. The ZX6R will carry a suggested retail price of \$7899, \$800 more than the ZX6 and \$2300 more than the standard 600R.

Kawasaki has also introduced the GPz1100 sport-tourer for 1995. The big "K" claims that the GPz's powerplant is based on the ZX11's engine with a reshaped powerband for more low-end and mid-range power. The GPz uses 36mm Keihin carbs, 4mm smaller than those used on the ZX11. A four-into-two-into-two exhaust system is used with pipes one and four joined together, as are pipes two and three.

The engine sits in a one-piece, double-cradle frame, with the right downtube removable for easy engine access. Like the ZX6R, a conventional 41mm fork is used up front with a single rear shock that features four-way rebound and four-way preload adjustment. The folding rubber footpegs are located 30mm farther forward than those on the ZX11.

The suggested retail price of the GPz1100 is \$7999, a full \$2000 less than the ZX11.

KTM WINS TULSA ISDE

Giovanni
Sala



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Matt Satvish	Silver Medal	Open Two Stroke
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Steve Trinies	Silver Medal	Open Two Stroke
Tim Hart	Silver Medal	Open Two Stroke
Robert Johnson	Silver Medal	Open Two Stroke
Scott Hoffman	Silver Medal	Open Two Stroke
Robert Possehl	Silver Medal	Open Two Stroke
Kelvin Thomas	Bronze Medal	Open Two Stroke
Karl Fahringer	Bronze Medal	Open Two Stroke
Michael Shim	Bronze Medal	Open Two Stroke
Stormy Sims	Bronze Medal	Open Two Stroke

Kirk Sessions	Bronze Medal	Open Two Stroke
Greg Holden	Bronze Medal	Open Two Stroke
Vern Pacholke	Silver Medal	125cc Two Stroke
John Scheidhauer	Bronze Medal	125cc Two Stroke
Jeff Russell	Silver Medal	350cc Four Stroke



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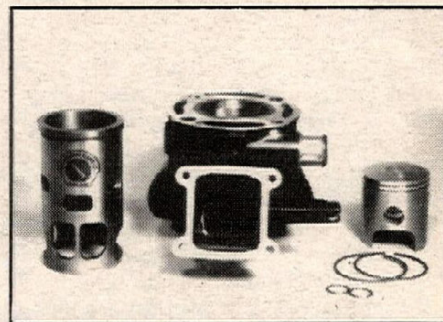
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TEST

1995 Honda CR250

GRAPE OF WRATH



mind. In more tractable conditions, the new CR still lacks the adrenaline-inspiring punch of old, but once the rider becomes accustomed to the new-style powerband, it can be brutally effective. Power down low is a bit uninspiring, and the way in which the mid-range and top-end power are delivered to the rear wheel is a bit deceiving. It may not feel like it, but this bike is fast - very fast.

Okay, okay - enough about the motor. Greater rigidity was the theme when the new chassis was designed - no sense building a better motor if the power can't be put to the ground, right? The frame received a new one-piece frame gusset and larger head pipe, as well as new triple clamps that hold the forks further apart. The wider stance, combined with a wider, more-rigid front hub, keep things flex-free up front. The wider front hub also boasts a larger diameter axle (17mm to 20mm). Out back, a new swingarm with a thicker vertical section and a stronger cross brace carry on the "stiffer" theme, while platform-style footpegs and a new 19-inch rear wheel round out the package.

Suspension-wise, a Kayaba shock and forks replace the Showa units of yesteryear. The Kayaba fork boasts new valving and - surprise - stiffer .41 fork springs! (Last year's Showas came with .39 springs, and most riders replaced

By Donn Maeda

Last year, the 1994 Honda CR250 was the popular winner of our annual 250cc MX shootout. An awesome motor, fantastic brakes, razor-sharp turning characteristics and decent handling made it the favorite of the majority of our testers.

We couldn't wait to see what '95 would bring.

Unlike the '95 Honda CR125 (Honda opted to leave the all-powerful motor alone and concentrate on other aspects of the bike), the '95 CR250 has undergone a slew of motor changes, in addition to a number of suspension and chassis refinements. Honda's goal was to produce a toned-down version of Jeremy McGrath's championship-winning CR. Ultimately, the result is an easier to ride, better handling machine that should please the masses.

To our surprise, Honda tossed aside their hard-hitting, long-revving engine design that we have come to love, and set out to create a motor that produced a broader, more tractable powerband. Notice that Yamahas grabbed the holeshots at the majority of 250cc National and Supercross events last year? Though its broad powerband was initially criticized for feeling slow, it turned out that the linear power delivery of the YZ250 engine was just what it took to get to the first turn first.

Honda wanted those holeshots, and wanted them bad. Yamaha-style power was the theme in the Honda R&D department, and Yamaha-style power is what they've come up with. To achieve this, Honda engineers modified the exhaust port shape and port timing,

shortened the expansion chamber, and modified the reed valve assembly. The reed valve alignment was changed from vertical to horizontal, for better airflow. Finally, the piston weight was reduced by six grams, and the silencer was lengthened 35mm.

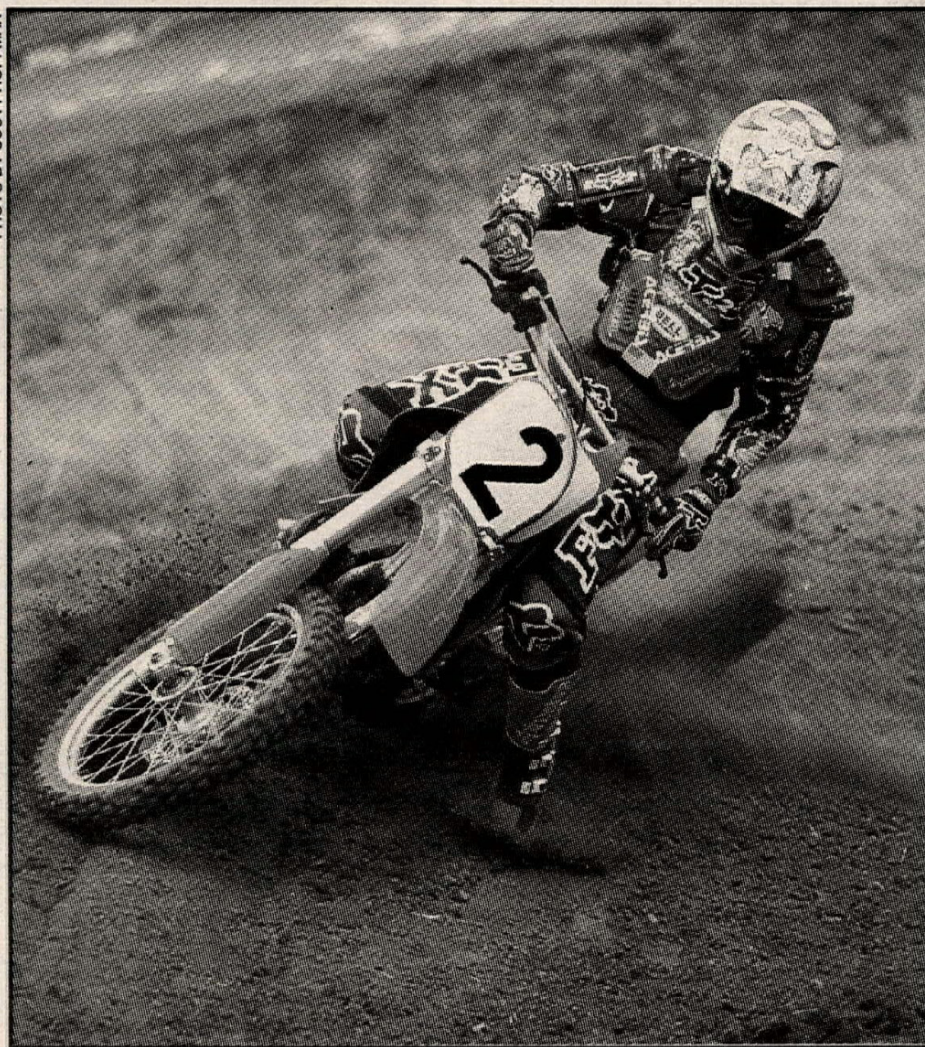
As was the case with last year's YZ250, our initial impression of the new CR250 engine was that it was much slower than its predecessor. Our first ride on the new CR came at the Rainbow MX track, a fairly tight, traditionally styled course. Traction was abundant early in the day, as the freshly watered dirt remained tacky and consistent. It was in these conditions that we drew our initial impressions. Though the engine produced an awe-inspiring exhaust note, it just didn't have that "CR hit" that we have grown accustomed to. Instead of the arm-jerking burst that the '94 bike had, the new machine produced a steady, somewhat boring spread of power. Blipping the throttle to gain greater altitude over jumps didn't yield the same results, and slipping the clutch in turns didn't produce the same berm-exploding effect. Needless to say, we were confused.

When the track began to dry out, however, we finally began to take notice. Suddenly, the CR250 had gone from a ho-hum-feeling sled to a traction-grabbing monster. By eliminating the violent burst of power, Honda has produced an engine that produces no traction-robbing wheelspin, but instead powers through dry, slippery corners as if it were on rails.

Following the afternoon water break, traction returned to the track and we remounted the CR250 with an open

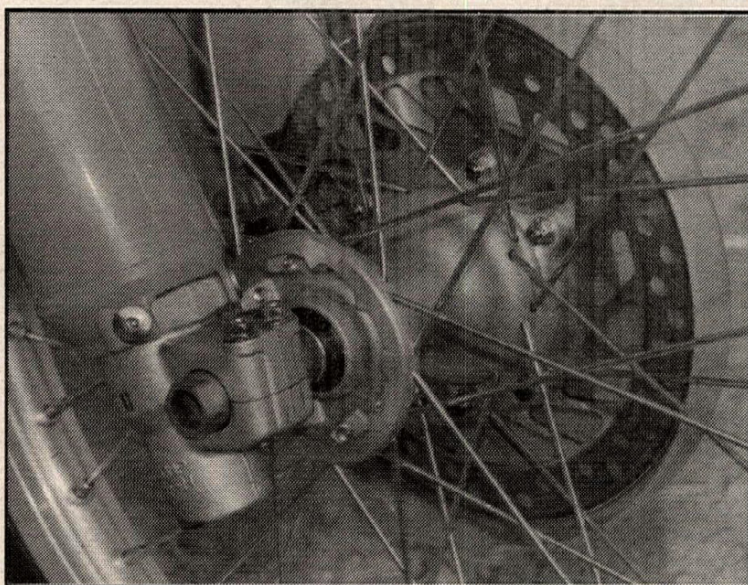
(Above) The 1995 Honda CR250 is a lot more than purple radiator shrouds and new graphics. In addition to a number of engine changes, the new bike has Kayaba suspension, a stiffer chassis, and a 19-inch rear wheel.

PHOTO BY SCOTT HOFFMAN

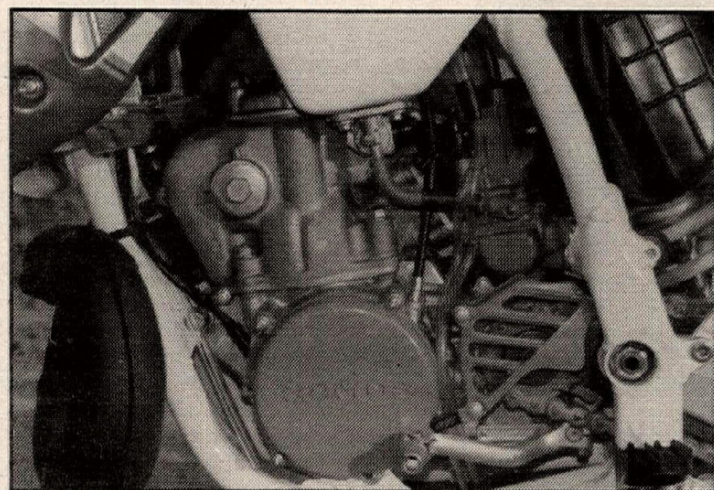


them with .41s). The fork tubes are also treated internally with a very slippery Teflon coating, which is claimed to reduce stiction and lengthen the service life of the fork oil. Like the forks, the shock features new valving and a stiffer 5.6 spring (A 5.4 was stock in '94). To compliment the new shock, the Pro Link ratios were revised to provide a more progressive ride.

As always, sitting on a new CR for the first time is like putting on an old shoe - a Honda is a Honda is a Honda. Take to the track, though, and it quickly becomes apparent this is not a "typical" CR. Last year, the CR250's shock performed quite well, but the forks were pitifully soft. While the rear end benefited from a stiffer shock spring, it was absolutely imperative for faster riders to install stiffer coils up front. Without them, the forks dove considerably under



(Left) The '95 CR250 powerplant produces a broader spread of power than last year's. Tractability was the key word in the R&D department. (Above) A larger-diameter front axle and wider hub provide a stiffer feel and improved braking power. (Right) Finally! A pair of Kayaba forks grace the front end of the CR250 in '95. New valving and a Teflon internal coating are the highlights. A disc guard comes stock. (Below) The newest CR250 has the same "Honda feel" - everything is comfortable, and nothing snags the rider. Taller pilots may need a higher seat.



braking, and headshake would rear its ugly head a bit too often.

This year, both ends feel balanced, and perform quite well right out of the box. The stiffer fork springs and tighter valving allow the forks to ride higher in their travel, thus providing a better, more stable ride. While they may not feel as plush through smaller braking bumps as the '94 "softies," the new Kayaba forks do a much better job of tackling square-edged surfaces and absorbing killer landings. Since they ride higher in the travel, the new forks don't allow the CR to carve as tight a line as last year's bike, but that line is still considerably tighter than most of the competitions'.

Out back, the new shock and linkage ratio work about the same as last year's. Once you installed the stiffer fork springs in the '94 CR, the bike took on a better balanced feel and the rear end delivered acceptable performance. Since the '95 bike comes adequately sprung up front, the rear feels good right out of the box. With the sag set at 95mm, we were pleased to find that a couple clicks in on the compression adjuster was all that was needed.

In the past, CR250s have swapped when powering out of rutted or rough corners. While the shock could have been to blame, we suspect that it was also due in part to the CR's violent surge of power. The new "tractable" powerband allows the rear wheel to hook up, and less wheelspin equals better handling, as far as we're concerned.

Believe it or not, the front brake on the new CR works even *better* than before. Thanks to the new, wider front axle and bigger hub, the whole front end has a stiffer, more positive feel, and braking action is even more responsive. One finger is all that's needed on the front brake lever - be careful! As usual, the back binder has just the right amount of power, without being too grabby. The brake pedal height is easily adjusted - a fact that was very appreciat-



ed by the more finicky members of the testing staff.

The stock handlebars have a nice bend, but in comparison to others feel a bit wide. Lopping off a half inch on each side brings them down to an acceptable width. As always, the grips are the best. We like to slice a few of the ribs off with a new razor blade.

The new plastic was a bit shocking at first, but the Yamaha-style front numberplate and purple radiator shrouds have grown on us. The purple stickers on the gas tank last only a few minutes - seconds if you wear knee braces - and they leave a sticky residue on the tank that must be removed with contact cleaner.



Working on the CR is as pleasurable as working on any motorcycle can be. Everything is well thought out, and a handful of tools is all that's needed to perform most basic maintenance. The white airbox is nice - you can really tell how dirty the inside is, and when it needs to be hosed out.

At \$5099, the 1995 Honda CR250 costs \$200 more than the '94 model did - but not really! With such wimpy spring rates, a faster rider needed to invest at least \$200 in stiffer fork and shock springs to get the CR to handle like it was intended to.

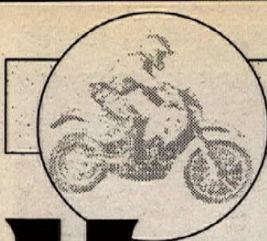
This year, the bike will please most riders in bone-stock form. Sure, the bike costs almost as much as some economy cars, but only the pickiest riders will spend any additional money on modifications.

And besides, when was the last time you saw anyone do a nac-nac in a Hyundai? **CN**

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

Honda CR250R

List Price	\$5099
Displacement	249cc
Engine type	Liquid-cooled single-cylinder two-stroke
Bore x stroke	66.4 x 72mm
Compression ratio	8.7:1
Carburetion	.38mm Keihin flatslide
Ignition	CDI
Transmission	5-speed
Starting system	Kick
Fuel capacity	2.0 gal.
Wheelbase	58.4 in.
Seat height	37.7 in.
Front tire	80/100x21
Rear tire	110/100x19
Front wheel travel	12.2 in.
Rear wheel travel	12.6 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	213.8 lbs.



HARE & HOUND
AMA National Championship Hare & Hound Series

Round 5: Hungry Valley ORV Area

Hamel & Hound

By Anne Van Beveren

RENO, NV, OCT. 2

When the fifth round got underway, everything was new. The national contenders faced a new course laid out by a new sponsoring club in a new riding area.

But by the time the checkered flag fell, everything was back to normal.

Danny Hamel was out in front of the pack yet again, turning a National Hare and Hound into his own brand of race - a "Hamel and hound," for the fourth time this year. The Kawasaki hotshot took the win by two and a half minutes and, with only 16 points between him and the overall series win, and two races still to go, Hamel looks like a shoe-in to take his fourth title straight.

"I didn't get the start I wanted - I was third at the bomb, and I really got dusted out, but I got the lead about the 25-mile mark and everything was great after that," said Hamel, who is cautiously optimistic about his chances for another series victory. "It hasn't been as easy as last year," said Hamel, who topped all seven rounds of competition in 1993. "I still have to finish the next one to get the win, but it looks pretty good."

The Team No Snivelers-sponsored event took the racers to the Hungry Valley ORV area, 20 miles northeast of Reno, Nevada, and laying out an 80-mile course within the confines of the 10-mile by 24-mile riding area took some careful planning. "They'll have to ride a lot more with their brain than normal," said Race Coordinator Ray Neill. "The loops come together and they'll have to be able to read ribbon."

The club used pink ribbon to designate loop one and orange ribbon for loop two. Course workers also used 1200 arrows - more than some racers see in a year of desert competition. "I usually have a hard time riding ribbon on virgin trails but the course was so well marked that even I could follow it," said Kawasaki-backed Ty Davis. "Every danger was marked, too. You could pin it right up to the Day-Glo because they had everything marked so well."

With a turnout of 298 riders - double anything the club has ever seen at one of its local races, sign-up took longer than usual. Members of two California clubs stepped in to help, and the music of ZZ Top, blasting over the PA system, ushered the riders to the starting line half an hour late at 9:30 a.m.

Most of the racers had spent the early morning hours prunning the upper section of the bomb run but, with BLM restrictions putting the lower part off limits until the race began, selecting a starting spot was a hit-or-miss affair.

It was advantage Davis as the expert wave thundered up the valley, passed the pits and then turned off to the right to wind through a section of impressive rock formations that rose as high as 20 feet straight up off the desert floor. The spectators appreciated the start's unusual layout because it let them see Davis at his fastest, with Over-30 hotshot Rex Staten right on his heels in second, and prerace favorite Hamel pushing hard in third, instead of the cloud of dust on the horizon that the spectators see at most desert races.

"Nothing really went wrong on the start. I just didn't get a good jump off the



line," said Hamel. "I got stuck behind (Staten). He was clutching it over every rise and just roosting me."

Davis, who went into the round with more points than Hamel, was enjoying a rare ride in clear air. "Being out in front was awesome. It was the best feeling ever. I'm out there thinking, 'Finally, I beat Danny off the line. Finally, I'm leading,'" said Davis.

Despite thick dust that hung almost motionless on the still morning air, Hamel moved up to challenge Staten and was soon gunning his Kawasaki KX500 past the ex-motocrosser to take over second. "It was pretty hairball getting by him in the dust, but I managed it," said Hamel. Davis was excited to finally be in front, but then his KX500 started to run rich.

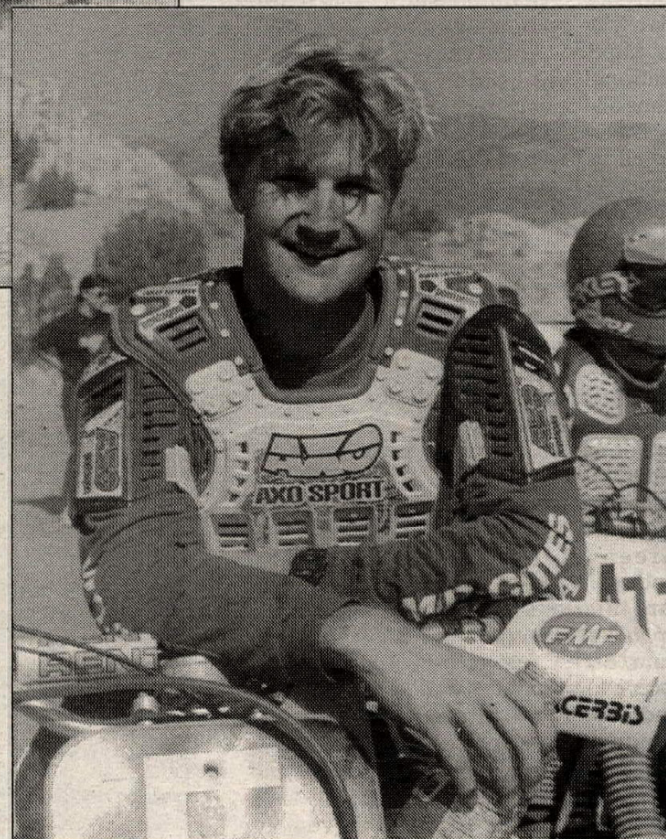
"I thought it was the altitude at first, but it got worse. It wouldn't even run if I backed off. Then I thought that I'd whiskered a plug," said Davis. "I still couldn't see (Hamel), so I stopped to change the plug and all of a sudden, there he was."

Hamel pulled over to check that his Kawasaki teammate was all right, then pinned it, leaving Davis by the side of the trail. To add insult to injury, changing the plug made no improvement to Davis' ailing KX500, which ran fine for about a mile before again running rich. He even ran out of fuel near the end of the loop.

Out in front, Hamel was making almost as much time as Davis was losing. He powered through the high-speed sections and bounded through the deep whoops, drawing further away from the rest of the field with each passing mile.

With Davis forced to nurse his bike through the second half of the 40-mile loop, Staten inherited second overall and Honda CR250 privateer Dan Richardson took over third. KTM hotshot Destry Abbott, who got a flying start in the 250cc Expert class, had his hopes of victory

(Above) Danny Hamel won again. This time it was his fourth victory of the season, and he could very well clinch the series title at the next round in California. (Right) Dan Richardson finished second overall.



and required a dead-engine refuel, but Hamel was still out of the pits in no time. And he had disappeared into the second 40-mile loop before Staten could be heard coming down the wash.

Staten cleared loop one's final check two and a half minutes behind Hamel and just 30 seconds ahead of third-placed Richardson, who was well in the hunt despite taking a cautious approach in the dusty opening section. "I was probably fourth or fifth at the bomb and I dropped back a little bit to get out of the dust, so it wasn't too bad. See - I'm perfectly clean," said Richardson.

Richardson's third overall turned into second almost as soon as he left the pit thanks to Staten missing an arrow. Fourth overall at the halfway point was heralded by the healthy roar of Campbell's thumper, a minute behind Richardson. Zitterkopf brought the first 250cc entry into the pit in fifth and Davis, who had to bum gas to finish the loop, struggled into the pit in sixth and took time out to change the broken muffler that had caused all his problems.

"I was so far back that I just went out to have fun after that," said Davis. "There was no way I could catch up so I just relaxed and had a good time riding."

dashed when he hit the ground hard near the 20-mile mark. The crash let KTM-rival Greg Zitterkopf power through to take the 250cc division lead and Abbott's bike began running too poorly to allow him to take the lead back.

Aron Huntington bit the dust when he was running third in the 250cc division, reinjuring his femur and calling it quits. Jason Kawell was making up time after a slower than usual start, but his Kawasaki KX250's top speed was nothing compared to the pace set by Johnny Campbell, who ate up the fast sections on his factory-backed Honda XR600. Husky four-stroke pilot Brandon Gerber matched Campbell's speed until he had to stop to change a plug, and one shot of bad luck after another left Mark Lundgreen unable to match anybody's speed.

Hamel was still running trouble-free when he snaked down the tight wash at the end of loop one and entered the pits, which were laid out in a small circle and bordered by snow fence to keep the racers headed in a counter-clockwise direction. BLM rules kept pit speeds to 5 mph

Loop two began with another plus for the spectators - a trials-like section through the moon rock formations just north of the pits. "I didn't really care for the first loop - it was too fast and whooped out, but the second loop was really neat," said Scott Morris, whose bad start left him 16th at the end of loop one. "It was pretty challenging and it had a lot of tight, technical downhills. I started to do pretty well there."

Right behind Morris, and hard on his heels as he started to leapfrog up through the pack, was Senior Class leader Bill Maxim, who used to live nearby. Maxim felt that the dust minimized his advantage of knowing the terrain, and other Vet Expert Ron Bragdon agreed.

"It was really dusty back where I was," said Bragdon. "I had a little allergy attack because of all the dust - it really cramped my body up."

But Gary Dudley insisted on looking on the bright side. "The dust wasn't nearly as bad as I expected - especially in the canyons," said Dudley. "It rained a few days before the race - in the middle of last

week, and the ground was still rather wet down in the bottom of the canyons. That helped."

Out in front, it was "no dust as usual" for Hamel, who maintained a steady pace that averaged just over 30 miles an hour. Richardson maintained the same pace in second, catching the occasional glimpse of the leader's dust. Staten, who had tucked in behind Richardson when loop two began, was unable to hold on to the number-three spot.

"I started making mistakes in the rocks, and I kind of let Zitterkopf go by, and Capt, too," said Staten. "I didn't have to race with them really because they're not in my class, so I backed off a bit."

Capt wished he had backed off a bit when he hit a rocky uphill halfway through the 40-mile second loop. "The bike kicked out sideways and I fell over on my side in a ditch," Capt explained.

The fall blew Capt's chances of catching Campbell, who was leading the four-stroke division by just under a minute, so Capt decided to cruise home to ensure a safe finish. "I needed a finish to get the points. Now all I have to do is finish at Lucerne (round six) and I've won the four-stroke championship," said Capt. "We'll be prerunning (for the Baja 1000) in Mexico when they have the last National and I didn't want to have to come all the way back just for that."

Davis' version of a "fun cruise" made up all but two of the positions he'd lost changing his muffler. "I passed five guys, then (Davis) caught me and blew by me just before the end of the loop," said Scott Morris.

A last-minute blitz by Davide Trolli got him past Abbott in the last five miles, but the tenacious KTM racer took the place back when Trolli missed a turn right before the checkered flag. And then it was too late to change anything.

For the fourth time in the five-race-old series, Hamel swept out of the loop with nobody else in sight and wheeled past the checkered flag. The Kawasaki Team Green/Dunlop/Braking/Thor/Endura/IMS/N-Style/Scotts/Alpinestars/Bieffe/Maxima/Pro Circuit/Sprocket Specialists/F&L/RK/Magnum/Back Canteen/MXA/DCC-backed racer completed the 80-mile course in two and a quarter hours and was an almost comfortable two and a half minutes ahead of his nearest rival. "(Davis) kind of made it easy for me today," said Hamel, who had opened the way for Davis' challenge when he failed to finish round four. "This win helps me a lot - and having (Davis) finish further back than usual helps, too."

Hamel described the course as "really, really rough and whooped out."

"I realize what a club has to go through to put on an event and, with the land closure situation, sometimes they're stuck with what they can get," said Hamel. "For what they had to work with, it was great. It kept you on your toes the whole time and the second loop was great. It was a lot more technical - a lot funner than the first loop."

Despite his fears of being caught by Zitterkopf, Richardson was still in second when his CR500 crossed the finish, and almost a minute passed before Zitterkopf's KTM250 rocketed home to take third overall and the quarter-liter win. "I was looking back over my shoulder watching for him. I knew somebody was coming up," said Richardson.

Fourth overall and first in the four-stroke division went to Campbell, who ignored most of this year's National series to concentrate on SCORE events and the Nevada Rally. "It was a good experience to go riding somewhere else for a change - somewhere I'm not used to," said

Campbell. "There were some good, tight, single-track canyons out there, too."

Staten took a wire-to-wire win in the Vet class in fifth overall, ahead of Destry. "I had some problems but I still got here," said Abbott, and Trolli nursed his blistered hands home in seventh.

"I try to ride, but it was very hard," said the Italian. "The blisters are so big I couldn't hold my handlebars. I hurt too bad to win and after the top three or four, it is not a good finish."

Eighth overall went to Kawell, who took second 250cc, and Davis, who was unfazed by the bad luck that cost him the



(Right) After a less-than-spectacular trip to Tulsa for the ISDE, Greg Zitterkopf returned to more familiar ground where he finished third overall.

(Left) Johnny Campbell used the Nevada race to prepare for next month's Baja 1000; he finished fourth overall.



Hungry Valley ORV Area Reno, Nevada

Unofficial Results: October 2, 1994

O/A: 1. Danny Hamel (Kaw); 2. Dan Richardson (Hon); 3. Greg Zitterkopf (KTM); 4. Johnny Campbell (Hon); 5. Rex Staten (Kaw); 6. Destry Abbott (KTM); 7. Davide Trolli (Kaw); 8. Jason Kawell (Kaw); 9. Ty Davis (Kaw); 10. Scott Morris (Kaw); 11. Kurt Hintz (Kaw); 12. Eric Mashbir; 13. Jeff Capt (Hon); 14. Bill Maxim (Kaw); 15. Dale Morse; 16. Ron Bragdon; 17. Matt Wallace; 18. Jim Boody; 19. Gil Grieve; 20. Kevin DeRose.

OPEN EX: 1. Danny Hamel (Kaw); 2. Dan Richardson (Hon); 3. Destry Abbott (KTM).

250 EX: 1. Greg Zitterkopf (KTM); 2. Jason Kawell (Kaw); 3. Eric Mashbir.

125 EX: 1. John Romanoff; 2. Robert Stultz; 3. S. Anderson.

30+ EX: 1. Rex Staten (Kaw); 2. Dale Morse (Kaw); 3. Ron Bragdon (Hon).

40+ EX: 1. Bill Maxim (Kaw).

50+ EX: 1. Preston Gerber.

4-STRK: 1. Johnny Campbell (Hon); 2. Jeff Capt (Hon); 3. Brandon Gerber (Hus).

lead, finished ninth. "I was having a great time at the start of the race. I saw the 15-mile mark, then the 20-mile mark, then the 25-mile mark and no Danny - Wow!" said Davis. "I can't complain about the way things turned out. I had my moment of glory and it felt pretty good while it lasted."

Morris' loop-two blitz catapulted him up to 10th in the finishing order, Kurt Hintz took second Vet in 11th, and Eric Mashbir leapfrogged his way to third 250cc Expert in 12th overall, just ahead of Capt.

Maxim topped the highly competitive Over-40 class in 14th. "Our class is still open (in the National series)," said Maxim. "I think we had four different winners in four races this year, so nobody has really got it sewn up."

The 125cc win went to John Romanoff, Christine Ogren led the women home, and Preston Gerber topped the Super Senior division.

In an unusual after-race event, Hamel donated his race gear to Team No Snivelers so it could be auctioned off to raise money for the Legal Defense Fund. Bidding got off to a slow start with \$10 for Hamel's almost dust-free goggles and \$70 for his Thor riding pants, but things heated up when his riding jersey hit the auction block, and it took a \$300 check to secure the coveted, though somewhat sweaty, garment.

World tour

Davide Trolli was lucky to see round five of the National series. The Italian racer was recently on his way back from an event in Brazil when he ran into trouble with immigration officials at Miami.

"They asked me why I was in the U.S. and I said I was here to ride motorcycles. They asked if I had some way to prove that and I said to call Acerbis," said the Italian.

Something went wrong during the conversation with Acerbis and the next thing he knew, Trolli was being denied entry to the United States. "I have an artist's visa - it's for sports or movie stars. It lets you work but you can't make money. I can only make money from Italian sponsors, not from American sponsors," said Trolli. "Maybe somebody said I get money here - I don't know. I don't understand. My job is to ride motorcycles, not to be an immigration expert."

Immigration officials sent Trolli back to Brazil, because that was where his flight had originated, and the racer then had to book a flight back home to Italy.

"I went from Rio to Miami to Rio to Amsterdam to Milano, Italy - three nights in an airplane, and when you buy a ticket right now - a one-way ticket, it costs a lot," said Trolli. "I had to pay and I spent over \$4,000. I can't believe it."

Trolli went to the American Embassy in Milan and explained his situation. The embassy issued another visa in three days and, after a three-week vacation with his family, Trolli headed back to Los Angeles. "People keep asking if I went to prison," said Trolli, with a grin. "No, it was nothing like that. But they took my picture with the numbers across the front of me and they took my fingerprints. It was only for a stupid thing."



By Scott
Rousseau
Photos by
Christopher Thomas

COSTA MESA, CA, OCT. 1

After having a stellar 1993, "Sudden" Sam Ermolenko suffered through a hell of a year in 1994.

Only weeks after winning the 1993 Coors Dry U.S. National Speedway, the 32-year-old Ermolenko had gone down in a horrific crash while racing for his British League Wolverhampton Wolves club and suffered a broken femur. He recovered, as he always has throughout his career, but the hits kept coming. Ermolenko lost the World Championship in his very first defense at Vojens, Denmark, and even his heroic efforts at the World Team Cup at Brokstedt, Germany, weren't enough to boost Team USA to a third consecutive title.

So when he returned to Costa Mesa, California, for the 26th Coors Light U.S. National Speedway Championship, it was the last championship he could defend. But before the 8600 fans that jammed the Orange County Fairgrounds, Ermolenko did just that, dropping just one of 15 possible points to become the second rider in the '90s to win back-to-back U.S. National Championships.

"It's so good to do this again," Ermolenko said after his victory. "I put together the races that counted. I've had such an up-and-down year, and I've really had no other consolation besides this one."

Ermolenko would face a National field that was just as tough as the one he had faced a year ago, as several riders could be considered a threat to take the crown. Fellow overseas riders Chris Manchester and Greg Hancock were on hand. Two-time National Champions Mike Faria and Bobby Schwartz were also after a third title. And insiders were also keeping an eye on Josh Larsen and Charlie Venegas as legitimate heirs to Ermolenko's throne.

But as the night progressed, Ermolenko needed only to keep his cool and let his competitors beat themselves, clearing the way for his second championship.

Northern California's Jim Sisemore posted the win in heat one, defeating arch-rival Bart Bast, as well as Brad Oxley and Andy Northrup.

"I've got a good draw tonight, so the pressure's on me," Sisemore said. "I'm up against Hancock and Bobby Schwartz in this next one."

Larsen posted his first win in heat two, beating Schwartz, Robert Pfitzing and Bobby Hedden.

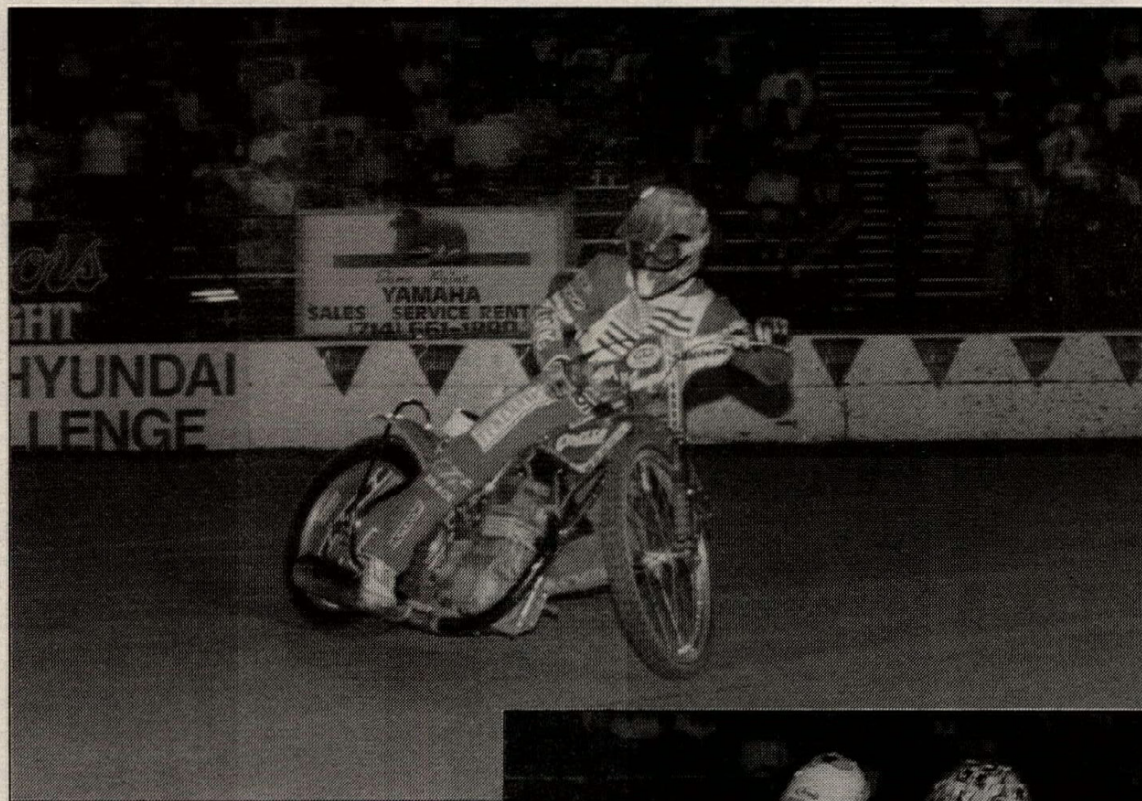
"I've got that first one under my belt, so now I can settle down," Larsen said. "I thought there would be a bit more dirt on the track. I'd rather have it to where if I did miss the start, I could work my way around the outside. But that will be hard to do here."

Ermolenko got off to a bad start by immediately dropping a point when he faced Faria in heat three. After several restarts that saw every rider in the heat on the ground at least once, Faria bolted from his outside starting position to beat Ermolenko, Gary Hicks and Don Odom into the first turn, then running away with the race. Ermolenko stayed calm and finished the heat ahead of Hicks and Odom. It was the only point he would drop all night.

"It's not over until the end," Ermolenko said. "We'll just keep plugging away, and hopefully I won't drop any more points."

Hancock also got a terrific start from

Play it again, Sam!



(Left) "Sudden" Sam Ermolenko came home from England to successfully defend his U.S. National Speedway Championship at the Orange County Fairgrounds. Ermolenko scored 14 points to become only the fifth speedway rider in history to win back-to-back championships. (Below) Josh Larsen (middle) rode hard to finish second overall with 13 points. Larsen finished ninth in the world at the 1994 World Final. Veterans Robert Pfitzing (left) and Bobby Schwartz (right) have had better days at the National.

the outside and put away Venegas, Manchester and Shawn McConnell in heat four.

"I feel really good right now," Hancock said. "I just hope I can put together four more of those."

After all of the jockeying that had taken place in round one, the first battle of unbeaten came in heat five when Hancock faced Sisemore. However, the race was halted before it got started when Schwartz touched the tapes in gate three and was excluded. He returned to the pits, leaving behind any chance for a third title. When the tapes did go up, Hancock got another rocket gate, this time off the pole, and he topped Gary Hicks, Sisemore and Reserve rider Dustin Schroeder.

After a dismal first ride, Robert Pfitzing stayed in the hunt with a victory in heat six, dropping Manchester one more point after two rides. Manchester, the 1992 champ, was clearly having problems with his GM, but he still managed to smile.

"I came to have fun, but I wanted to have more fun than this," Manchester said. "I'm having a hard time turning because my bike isn't driving as hard as I want."

Manchester's run for the championship ended in round three when he finished third to Hicks and Oxley during heat 11.

Ermolenko came back and scored his first win in a dogfight with Venegas and Larsen in heat seven. Venegas had been rattled a little after finishing second to Hancock in his opening ride, and the defending ICE World Champion was beginning to feel the pressure to catch up in the points. Venegas got an excellent jump from his gate-two starting position, but Ermolenko matched him from the pole and tried to push him wide down the back stretch. Venegas may have pulled a slight lead out as the two riders came back down the front chute, but it all went away when he and Ermolenko bumped in turn one and Venegas went down. The race wasn't stopped, and Ermolenko had his first win.

"We were side by side for a whole



lap, and I was using every inch of the race track that I had available to me," Ermolenko said. "The way the pole was pointed, it only gave you one choice for going into the turn, and I think we just ran out of room. I feel bad that it happened, but that's racing. I know Charlie really wants to win this thing, and he deserves to win it."

Venegas didn't affix blame for the crash, nor did he take it. But the scrappy 27-year-old did realize what was happening to him.

"I guess every champion has a National disaster," Venegas said. "Basically, this must be mine. We'll just get through it and come back next year."

It would get worse for Venegas, as he suffered a tape exclusion in round three and another crash in round four before finally winning in his last ride and finishing the night with five points.

With Venegas and Manchester falling out of the picture, the run for the title focused squarely on Faria and Hancock, with Larsen and Ermolenko still one point down. But round three would open things up a bit. Ermolenko did his job with a win in heat nine to stay close, Faria dropped Schwartz - both literally and figuratively - in heat 10, and Hicks posted a win in heat 11. The race of the round, however, came when Hancock met Larsen in heat 12. Larsen timed the gate to perfection to lead Hancock, who came off the pole, Northrup and Odom.

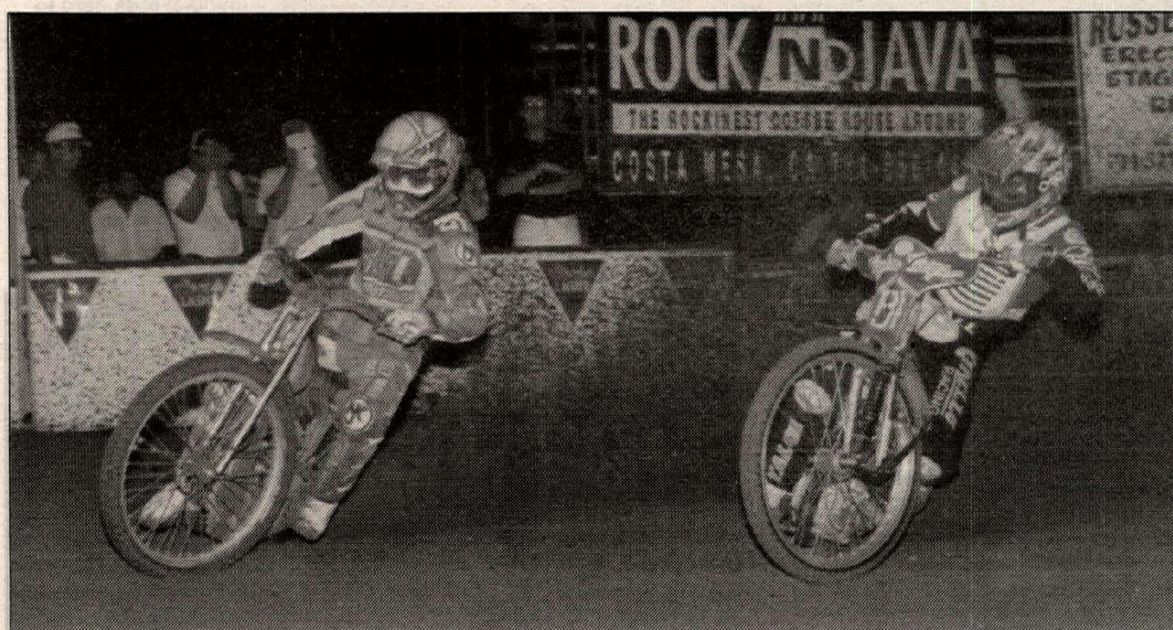
Hancock tried hard to catch the fleeing Larsen, but the slick Costa Mesa track put traction at a premium and Hancock could not make up the ground. Larsen took the win to pull Hancock off the lead pace and force a three-way tie for second place among Ermolenko, Hancock and himself. But they were all chasing Faria, and the 1990-91 National Champion remained cautiously optimistic.

"I've still got two rides to go," Faria said. "My last two will be my hardest. I've got Josh on the pole, and I'm in gate two next. Then I'm in two and I've got Hancock in three."

Faria's words almost seemed prophetic, as he suddenly went from the driver's seat to the back seat in heat 13. Larsen raced off the pole and sped into the lead with Faria, Sisemore and Reserve rider Doug Nicol giving chase. Larsen was making his motorcycle as wide as possible in an effort to keep Faria behind him, and Faria drifted to the faint dirt line in an effort to sneak past Larsen on the outside. It was his undoing, as Faria hit a berm left in the track by the drag truck and bobbled, allowing Larsen to get away and Sisemore to duck underneath and steal second place. With his third-place finish, Faria not only lost his one-point advantage, but an additional point, which put him in second place and handed the lead to Larsen, Hancock and Ermolenko. Larsen was just trying to stay calm.



(Left) After three perfect heats, Mike Faria's (foreground left) run at a third National Championship was derailed by losses to Larsen and Brad Oxley. Faria finished fourth with 11 points.
(Below) Ermolenko (middle), Larson (left) and Hicks (right) let the champagne fly on the victory podium. Ermolenko would be on a plane bound for England, and another race, the very next morning.



(Left) Gary Hicks (left) clawed his way back from disappointing rides in the early rounds to finish third overall with 12 points. Reigning American Final Champion Greg Hancock (right) led the standings early before succumbing to mechanical problems. Hancock tied for fifth.
(Below) National Disaster: Charlie Venegas was tabbed as the rider who could take it all. Instead, he suffered through two falls and a tape exclusion before rebounding to score five points.

"I just have to keep my nerves down and pray for God to help me make one more start," Larsen said.

And while Larsen isn't known for being religious, by his own admission, he was getting there.

With Faria's misfortune, the chase would be broken wide-open in heat 14. Hancock would come out of gate two, and Ermolenko out of four, in a titanic battle to remain tied with Larsen for the event lead. Ermolenko got the nod going into turn one, with Hancock right on his tail as the two blazed through turns three and four. But Hancock's championship drive unraveled when his ignition box failed, leaving him without power and without points. Ermolenko finished out the heat in first place, followed by Hedden and Bast. In the pits, Ermolenko remained somewhat philosophical about his good fortune.

"It comes down to making some gates," Ermolenko said. "This is a funny track, but everybody's got the same chance. Mike got stuck in a rut there trying to go for first place, instead of going for second, and it cost him."

Schwartz posted his only victory of the night in heat 15, and Hicks was starting to raise eyebrows by winning heat 16 to pull back into contention for a podium spot. After a disappointing third-place finish in heat three, Hicks, who finished third in the 1986 U.S. National when he was just 17 years old, had backed up a second-place finish in heat five with two wins in his next two events. And he was primed to play a much larger role in heat 18.

After watching Venegas win heat 17 to open the final round, Hicks rolled out to face Larsen, who was still tied with Ermolenko for the lead. A win by Hicks could mean a third-place finish, and a

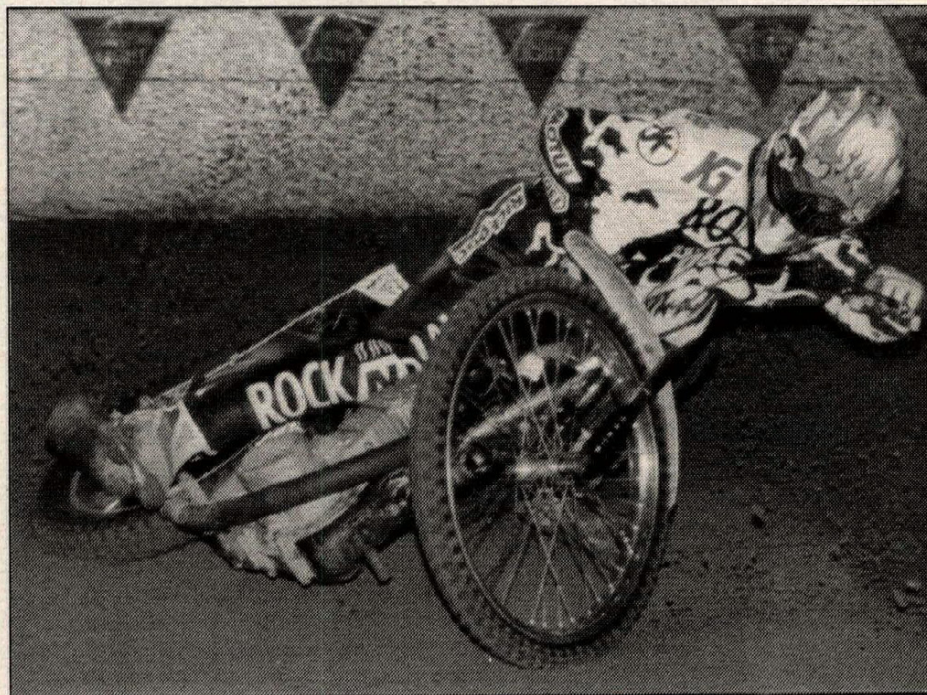
win by Larsen could force a run-off for the title with Ermolenko, provided the defending champ won his last ride. But Larsen's shot at National glory ended when Hicks won the race to turn one. McConnell also beat Larsen, but Larsen quickly brushed him aside to set after Hicks. The Oakley/STP/KG/Answer/Silkolene/Bell/Russell/Unifilter/Oury/Troy Lee Designs/Kelly Inman Race Paint/Blomfeldt-backed Larsen tried every trick in the book to pass Hicks, all to no avail, and he had to settle for second place in the race, and on the podium, as well. Larsen was furious as evidenced by the unholy four-letter words spewing from under his helmet as he returned to the pits. Later, Larsen, who finished with 13 points, was more calm but no less disappointed.

"It's good to be on the podium," Larsen said. "But second place is only first loser. I wanted to win."

But the Blevins Fast Design/Hood Pontiac/Cirello Racing/Mike Reed/Steve Becker/Figueroa and family-backed Hicks was back in the National limelight for the first time in eight years.

"It feels wonderful to be on the podium again," said Hicks, who scored 12 points. "My mechanics have worked really hard for this, and I wish I could have done better for them. If not for that first ride, I'd be racing Sam Ermolenko in a run-off for the championship."

Faria's slim chances at retaining a finish in the top three were destroyed in heat 19, when both Oxley and Hancock came alive to spoil his bid. Faria led the race off the start before Oxley and Hancock got under him, but Faria came roaring back to challenge Oxley again in turns three and four. When Faria drifted in one and two again, Oxley took the lead - again. Faria battled back and chal-



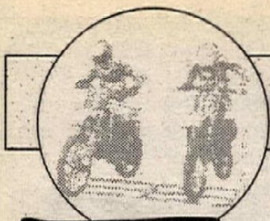
lenged once more in three and four, but, when he slid off the pole this time, Hancock also ducked under him at the finish to strip the one point from Faria that could have forced a run-off with Hicks for third overall.

When Ermolenko came on tap for the final heat of the night, only Schwartz was standing in his way. But the Blomfeldt & Associates/Antig/Shoei/Moto-sport/GTS/O'Neal/Talon/Troy Lee Designs/Silkolene/CTi-backed Ermolenko spoiled Schwartz's chance at being the spoiler by stealing the start and saving his four smoothest laps for last, en route to joining Mike Bast, Bruce Penhall, Kelly Moran and Faria in winning back-to-back National titles.

"If you knew what I've been through this year, last year, and how I faked it sometimes. It has been difficult," Ermolenko said. "But I worked my butt off in the gym just to participate here as the reigning champ. That was a battle in itself, but it paid off because I'm here again."

**Orange County Fairgrounds
Costa Mesa, California
Results: October 1, 1994**

1. Sam Ermolenko (GM) 14; 2. Josh Larsen (GM) 13; 3. Gary Hicks (Wes) 12; 4. Mike Faria (GM) 11; 5. (TIE) Greg Hancock (GM)/Jim Sisemore (Wes) 10; 7. Brad Oxley (Wes) 9; 8. Bobby Schwartz (Wes) 8; 9. (TIE) Robert Pletzing (Wes)/Charlie Venegas (Jaw)/Andy Northrup (Wes) 5; 12. (TIE) Bart Bast (Wes)/Chris Manchester (GM)/Shawn McConnell (Gdn) 4; 15. Bobby Hedden (Jaw)/Doug Nicol (Gdn) 3; 16. (TIE) Don Odom (Gdn)/Dustin Schroeder (GM) 0.

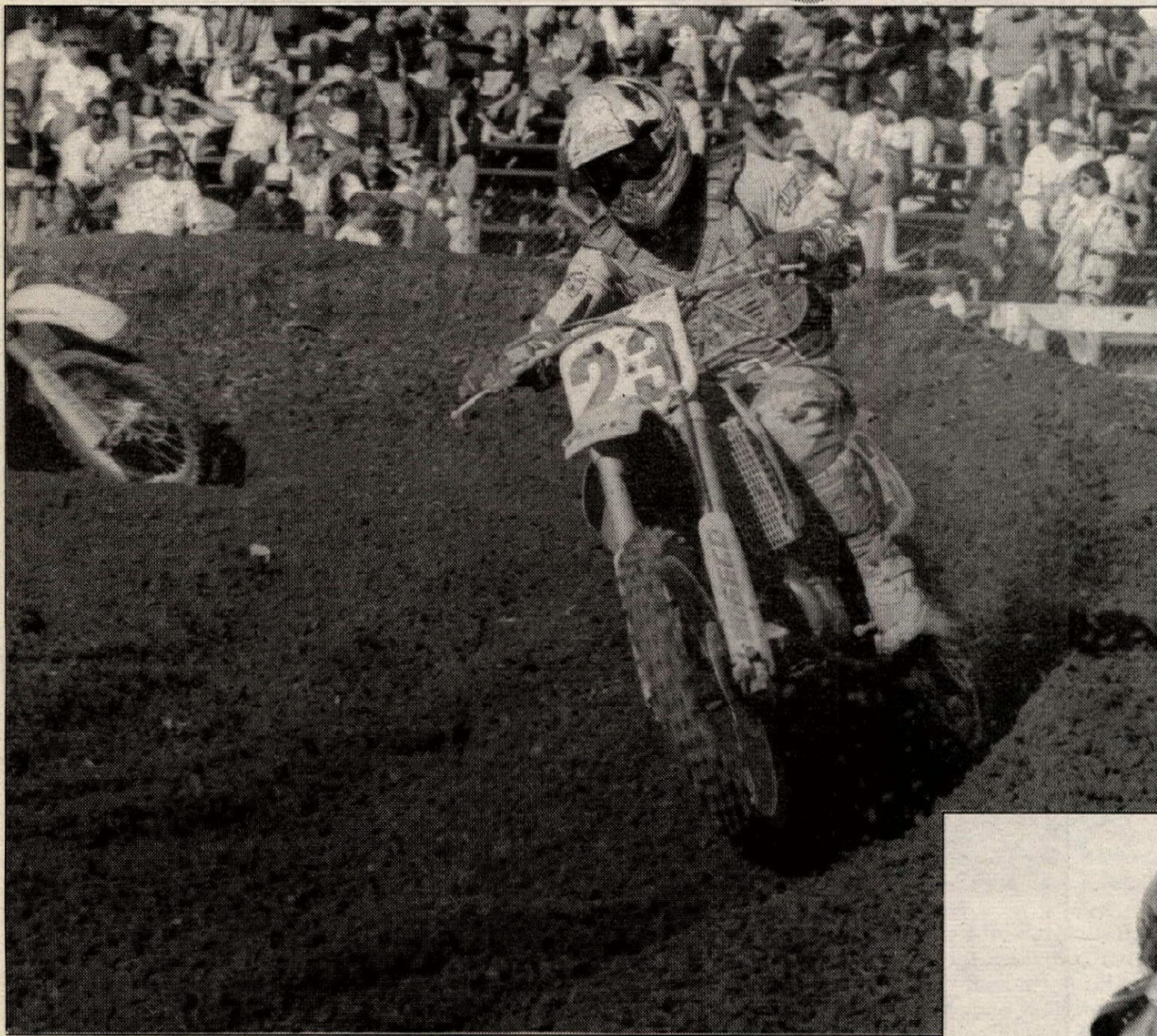


MOTOCROSS

AMA KTM/Dirt Shirts/Honda of Troy Fall Classic MX Series

Round 2: Raceway Park

Ferry flies



(Left) Tim Ferry (23) made his Team Suzuki debut a positive one by winning the premier 250/Open class via consistent 2-2 moto finishes. He also nabbed second overall in the 125cc Expert class. (Below) Brock Sellards won both the 250cc Amateur and Schoolboy classes and was heading for the 125cc class win before crashing and finishing second.

hard-charging Dowd, who took the lead from Carsten near the halfway point. But after charging to a five-second advantage, Dowd was left pushing his bike back to the pits.

"It was running great and then just shut off," he said.

After resuming first, Carsten never backed off until the checkered flag fell, giving the Bayview, New Jersey, resident a very popular win. Ferry never backed off the entire moto either. After starting near the back of the field he charged all the way to second, passing Brown in the waning moments. DeHoop finished fourth behind his teammate after repelling attacks by fifth-place Windham, who never could make up for a poor start.

Windham started much better in moto two, passing Carsten and Brown to take the lead on the first lap. But just as Windham was pulling away, he crashed on lap three of what would be a 17-lap race.

"I was getting over the front of the bike through the far turn when I hit a bump and was rebounded off the bike," said Windham. "After that I charged for a few laps, then I got tired. I didn't want to ride over my head and crash again."

By Nate Rauba

ENGLISHTOWN, NJ, OCT. 1-2

The third time was a charm for Tim Ferry, but it turned out to be somewhat of a curse for Brock Sellards at Raceway Park.

Over the last two years Ferry has taken home the 125cc Expert class title in the two-day Kawasaki Race of Champions event. But this year the newly acquired Team Suzuki rider captured the premier 250cc/Open Championship in his first ride aboard the yellow bikes. Although he didn't win either of the 25-minute-plus-two-lap feature motos, his consistent runner-up finishes were good enough for the overall victory.

Ferry faced some tough competition along the way. Boyesen-backed John Dowd, winner of two 250cc National events this year and who earlier in the week signed a letter of intent to join the Yamaha factory team next year, dropped out of moto one with ignition trouble. He came back to win the second round and also topped both 125cc Expert Support class motos.

Dowd's future Yamaha teammate, Kevin Windham, was there trying to give Kawasaki a victory in his farewell ride for Team Green. Series co-sponsor Honda of Troy was present with defending series champ Todd DeHoop and Fall Classic Series opening-round winner Mike Brown. Plus, there was a contingent of tough locals, led by Barry

Carsten, who knows every bump on the rough Jay Irwin-designed course laid out in a field adjacent to Raceway Park's famous drag strip.

Promoters Irwin and Ken Landerman actually tried to tame down the bumps on the sandy and loamy course but rain showers during Saturday's amateur event soaked the track. And it was one of those harder showers that cost Sellards a chance to sweep the three classes he entered.

Sellards had already tied up the 250cc Amateur and Schoolboy classes when he lined up for the final 125cc Amateur class moto. But a fall at the beginning of the race left him to play catch-up, and he couldn't quite catch winner Jason Sybert and had to settle for taking home two giant-sized first-place trophies instead of three.

Although Saturday was damp and gloomy, the first 250cc/Open class feature moto left the line in perfect sunny racing weather. At the head of the 40-rider pack were Honda of Troy teammates Brown and DeHoop, but they didn't stay there. DeHoop was the first to drop back when he crashed on the fourth of 16 laps while chasing Brown for the lead.

"I drifted wide in a turn, the back wheel hit a hay bale and it threw me over the bars," said DeHoop, who remounted in fifth place.

A couple of laps later Brown, who was being chased hard by Carsten, eased his pace when he wrenched his back. Brown slipped to third behind a



Brown inherited the lead and stayed out front until Dowd caught and passed him at the halfway point. Dowd sped away and won with plenty of room to spare. Brown looked to have the overall victory in hand as held a large advantage over Ferry, who had to fight his way past Jim Neese. But Ferry was charging and Brown struggling with rear suspension settings that were too soft for the bumpy track. A few laps from the finish Ferry made the decisive pass for second that gave him the overall victory since first-moto winner Carsten languished in ninth.

"My arms started to pump up," said a weary-looking Carsten. "I probably could've saved some energy in the first (250/Open) moto, but I wanted to win the race."

Several riders felt the effect of many laps around the bumpy course, especially those competing in the 125cc Pro Support class which ran the first moto between the featured 250cc/Open races. Ferry led much of that first 10-lap Support heat while Dowd spent the first half of the race moving to second. Dowd reeled in Ferry with two laps to go and after the two exchanged the lead a few times amid a pack of lappers, Dowd edged ahead and went on to win the moto. Carsten finished second while Mike Treadwell leapt by Robbie Skaggs at the finish to take third.

Ferry wrestled the lead from Neese early in the second moto, while Dowd started seventh. Once again, Dowd made his way to the front, passing Ferry on the ninth lap and staying out front for the win. Ferry finished second, while Carsten made an incredible charge to third after a first-turn fall left him at the back of the pack.

In addition to competing in the long 250cc/Open class motos, local James Kapitan and New York's Kurt McMillen logged an additional 32 laps in the 25-Plus and Vet Expert classes. Kapitan battled with McMillen and Jerry Seip in both Vet Expert motos to claim the overall win, while McMillen beat Kapitan to the finish line in both 25-Plus Expert races.

Brock Sellards turned in the most laps in Saturday's Amateur class competition as he competed in the 125 and 250cc Amateur and Schoolboy classes. The former minicycle hotshoe won the first motos of each division with relative ease, but the 16-year-old from New Philadelphia, Ohio, had to work harder in the second rounds, which were lengthened by one lap.

In the second Schoolboy moto Sellards started 10th and had to battle with Jeremy Booher. Sellards disappeared after taking the lead on lap two, leaving Booher a lonely second.

It only took Sellards one lap to move to the front of the second 250cc Amateur moto. Once again he pulled away to a convincing win. The real race took place for second between Mitchell Hodges and Jason Sybert. Hodges appeared to have the position locked up when Sybert fell down two laps from the end. But, a lap later, he was off the pace and Sybert went by to capture second. Shawn Ulikowski also took advantage of Hodges' troubles to secure third place.

Sellards toughest race came when he fell at the beginning of the final 125cc Amateur moto. Sybert grabbed the holeshot and pulled out a sizable lead, while Sellards sliced through the 35-rider field. Sellards charged all the way to second, but the checkers flew a couple of laps before he could catch up to winner Sybert.

In the first Senior Amateur class



(Above) Mike Brown (92) grabs the holeshot ahead of Barry Carsten (40), John Dowd (16) and the rest of the 250/Open class. (Right) Hometrack favorite Carsten won the first 250/Open class moto.

moto, Bud Fee took the lead from AMA Professional Motocross Manager Duke Finch on the first lap and scooted away to the win. Jim McGinnis moved into second for a few laps, but was overtaken by the battle between Finch and Bill Rule. In the end Rule got the better of Finch to take second.

McGinnis led the way to start moto two and was joined at the head of the pack by Fee and Finch. The three stayed close throughout the six-lap race, and after several position changes Fee passed Finch on the final circuit to score the win. Finch held on to second, while McGinnis claimed third.

In the Collegeboy class, for riders from 17 to 24 years old, J.D. Collins and Paul Currie battled for the lead throughout moto one. Collins got the edge on the fifth and final lap and held off Currie's charge at the finish line to score the win.

Moto two saw Currie with the holeshot and he led all six laps of the lengthened moto to claim the win. Collins spent the first lap getting around Rich Zupko, who finished third in moto one, and once he reached second, Currie was out of reach. Joel Dengler advanced to challenge runner-up Collins at the halfway point, but dropped back later in the race to finish a distant third. CN

Raceway Park Englishtown, NJ

Results: October 1-2, 1994

250/OPEN EX: 1. Tim Ferry (Suz) 1-1; 2. Mike Brown (Hon) 3-3; 3. Barry Carsten (Suz) 1-9; 4. Todd DeHoop (Hon) 4-4; 5. Jim Neese (Kaw) 6-5; 6. Kevin Windham (Kaw) 5-6; 7. Mike Treadwell (Hon) 9-7; 8. Kevin Crine (Hon) 8-8; 9. John Dowd (Yam) 32-1; 10. Paul Currie (Kaw) 12-10.

125 EX: 1. John Dowd (Yam); 2. Tim Ferry (Suz); 3. Barry Carsten (Suz); 4. Jim Neese (Kaw); 5. Mike Treadwell (Hon).

25+ EX: 1. Kurt McMillen (Suz); 2. James Kapitan (Suz); 3. Jim McIlvaine; 4. Larry Harper; 5. Rich Jarvis.

VET EX: 1. James Kapitan (Suz); 2. Kurt McMillen (Suz); 3. Jerry Seip; 4. Bruce Zimmerman; 5. Bill Lasche.

TOP GUN MINI: 1. Ricky Carmichael; 2. Chris Hunter; 3. Paul Carpenter; 4. Ben McCarthy; 5. Mike Jaksetich.

80 (10-11): 1. Jeremy Cook (Kaw); 2. Jason Bull (Suz); 3. Derek Burlew (Suz); 4. Dave Ginolfi (Kaw); 5. Justin Fazekas (Suz).

80 (12-13): 1. Ben McCarthy (Suz); 2. Paul Carpenter (Hon); 3. Chris Hunter; 4. Joe Dellaversano (Hon); 5. Sean Tompkins (Hon).

80 (14-15): 1. Ricky Carmichael (Kaw); 2. Casey Higgins (Kaw); 3. Shane Resanovich (Yam); 4. Tony Peaone (Yam); 5. Mike Jaksetich (Yam).

SCHBY: 1. Brock Sellards (Kaw); 2. Jeremy Booher (Kaw); 3. Casey Higgins (Kaw); 4. Mark Schweibinz (Hon); 5. Kurt Robbins (Hon).

CLGBY: 1. Paul Currie (Kaw); 2. J.D. Collins; 3. Joel Dengler (Hon); 4. Rich Zupko; 5. Aries Verderosa.

125 NOV D-1: 1. Pete Destafano (Hon); 2. Brandon Bird (Hon); 3. Kris Tompkins (Hon); 4. Scott Gibson (Kaw); 5. Allan Duigon (Hon).

125 NOV D-2: 1. Jeff Kirkland (Kaw); 2. Mark Talley (Kaw); 3. Tony Willis (Hon); 4. Ted Weidnce (Hon); 5. Neil Rigen (Hon).

125 AM: 1. Jason Sybert (Kaw); 2. Brock Sellards (Kaw); 3. Mitchell Hodges (Kaw); 4. Jeremy Booher (Kaw); 5. Ed Hololob (Kaw).

250 NOV: 1. Brian Knox (Hon); 2. Shannon Burkey (Yam); 3. Al O'Brien (Hon); 4. Chris Reo (Kaw); 5. Frank Ogiva (Hon).



250 AM: 1. Brock Sellards (Kaw); 2. Jason Sybert (Kaw); 3. Shawn Ulikowski (Hon); 4. Mitchell Hodges (Kaw); 5. Ed Hololob (Kaw).

OPEN AM: 1. Rob Simpson (Hon); 2. Chris McAlter (Kaw); 3. Mike McConille; 4. Bill Petrizzi (Kaw); 5. Pete O'Connell.

25+ AM: 1. Ben Moran (Kaw); 2. Todd Langlois (Kaw); 3. Mark McTamney (Hon); 4. Joe Koopman (Kaw); 5. Tom Passarella (Hon).

VET NOV: 1. Alan O'Brien (Hon); 2. Rich DiMeglio

(Hon); 3. Nate Rauba (Yam); 4. Frank Ogiba (Hon); 5. Todd Walters (Hon).

VET AM: 1. Ben Moran (Kaw); 2. Rob Simpson (Hon); 3. Rich Elias (Kaw); 4. Dennis Cross (Kaw); 5. Clem Miller (Kaw).

SR AM: 1. Bub Fee (KTM); 2. Duke Finch (Yam); 3. Bill Rule (Suz); 4. Jim McGinnis (Hon); 5. Jack Natalini (Hon).

VINT: 1. Tim Wavrichuk (Hon); 2. Craig Hatch (Hon); 3. Ken Kuhlman (Mal); 4. Mike Higgins (Hon); 5. Dennis Espinoza (C-A).

Briefly...

For the first time in several years no Kawasaki factory riders competed in the Race of Champions, perhaps due to the fact that Robbie Reynard separated his shoulder at last year's event. But Reynard, Mike Kiedrowski and 250cc National Champion Mike LaRocco did turn out on Sunday to sign autographs for the more than 3000 spectators.

Mike Kiedrowski announced at Raceway Park that he and long-time mechanic Shane Nalley have gone their separate ways. Kiedrowski has retained the services of famed factory wrench Brian Luniss next year. "I had many good years with Shane, but I felt I needed someone who lived closer to me," said Kiedrowski, who lives in Acton, California. Nalley is from Indiana. "Shane taught me a lot, but I feel that Luniss may be better able to help me win the Supercross championship. Shane is one of the best, a rider would be smart to pick him up." Luniss has

tuned for former champions Rick Johnson and Bob Hannah, as well as Damon Bradshaw.

John Dowd is set to join Jeff Emig and Kevin Windham on Team Yamaha next year. "I signed a letter of intent earlier this week," said Dowd, who earlier this year won two 250cc Nationals aboard Mike Craig's abandoned factory YZ250. "I'll be going to California soon to begin testing on the Yamaha supercross track."

John Dowd earned \$1100 for his three moto wins - \$300 for each 125cc class race and \$500 for the second 250cc/Open victory. Tim Ferry took home \$1200 for his string of runner-up finishes.

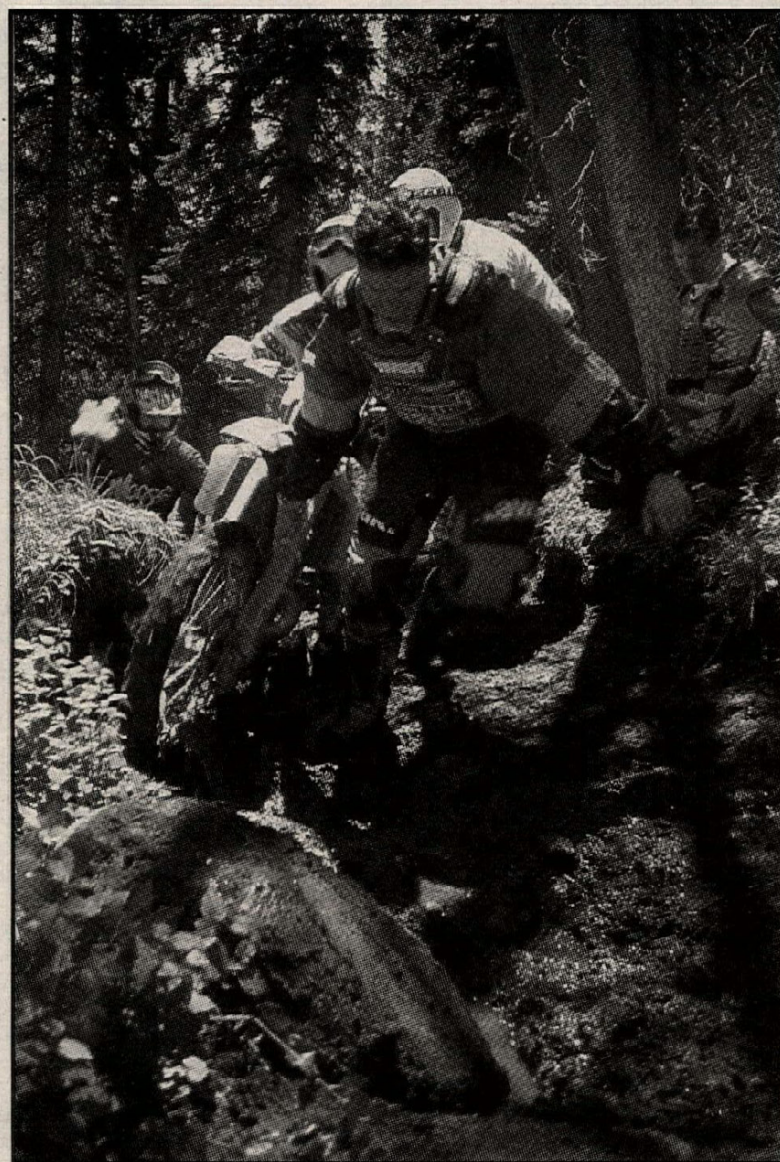
Tim Ferry received his practice bikes from Suzuki about one week before the Race of Champions. He continued to work with long-time sponsor Mike Rossini, owner of Rossini Racing Products (RRP), although a Suzuki factory mechanic will be assigned to help him at a later date. Rossini will continue to work with Ferry next season in a managerial role.



OFF-ROAD

Moose Offroad Colorado trail ride

Higher ground



(Left) Though better known to mountain bikers and jeep drivers, Colorado is custom-designed for dirt bikers. Motorcycles are the best way to gain access to the incredible views. (Above) Danny Hamel helps pull Scotts owner Scott Forward through a rough section. This is what happens when you follow Fritz Kadlec. (Below) Team Moose Offroad riders Jeff Russell (left) and Steve Hatch horse around in a Colorado stream.

By Chris Jonnum
Photos by Kinney Jones

Ever get that feeling that you're totally and utterly alone?

Not long ago, the sensation hit me big time - perhaps more intensely than it ever had before. As my tank ran dry and my bike sputtered to a stop high in Colorado's beautiful but desolate Rocky Mountains, I looked around and realized just how isolated a person can feel - and how suddenly that impression can hit. Just minutes before, I had been crouching in a stand of trees with a large group of fellow riders, laughing and joking nervously as we avoided the barren ridge-top trail, waiting out a brief lightning storm. I had dillydallied when we restarted, and then apparently missed a turn that the rest of the group had taken. Now I was standing alone beside a lifeless motorcycle, high in a mountain pas-

ture with no one around. As near as I could tell from the map in my fanny pack, the closest gas station was at least 15 miles away, with mostly single-track trail in between. The clouds were still sprinkling, and I figured there were about two hours of daylight left - max.

The occasion was Moose Offroad's week-long press introduction of their all-new line of off-road riding gear. "Isn't a five-day trail ride in the mountains of Colorado a bit of overkill for showcasing some new clothes?" I can hear you asking. I have to admit that I thought the same thing, but apparently Pete Denison and Wayne Cornelius, the head honchos at Moose, wanted to make a big impression. Also, Moose is located in Colorado, and they probably figured the state's unpredictable weather and challenging trails would be the perfect acid test for the new duds. Besides, who am I to ask questions? It sounded like fun to me,

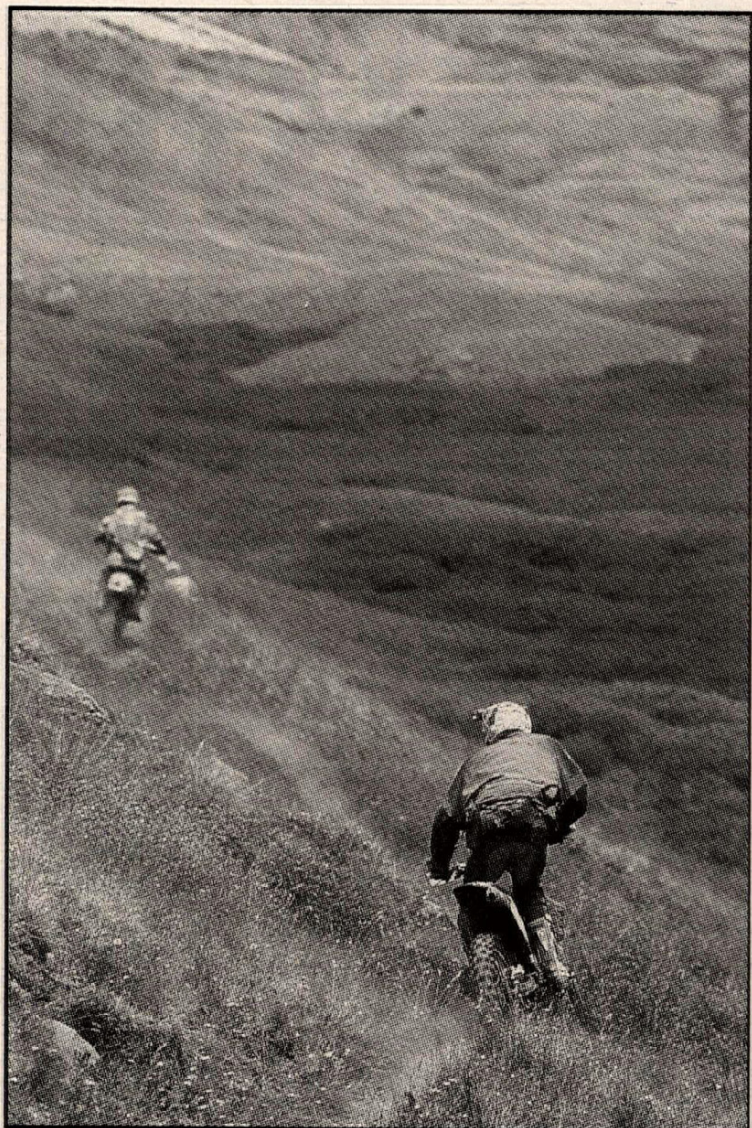


and it's amazing how convincing I was when explaining to the editor how critical it was that I make the trip. At the moment, however, I was just wondering how warm the gear would keep me if I had to spend the night in the mountains.

THE MOOSE IS LOOSE

Our "working" vacation had begun several days earlier in Durango, which I

and several editors from other publications had accessed via a plane ride from Denver that was reminiscent of an Indiana Jones movie. Durango is the unofficial mountain bike capital of the world, and is also home of the Durango & Silverton narrow-gauge railroad. As you may surmise from its title, this antique train carries tourists back and forth between Durango and the small town of



(Left) Riding above timberline: The only thing wheezing harder than the bike is the rider. (Above) The Durango & Silverton narrow-gauge railroad takes visitors on an eye-popping trip along cliff walls through old towns. (Right) The old stagecoach road that leads into Gunnison. It's more fun on a bike.



Silverton. Silverton used to make most of its income from mining, but now caters to vacationers. Still, its dirt side streets and old buildings are much more authentic than ski communities like Aspen.

Ken "Moolie" Mallow had trucked our bikes up the hill, and following the scenic train ride to Silverton, we unloaded and suited up, leaving the souvenir shop browsing to the tourists. After Moose tech guru Joe Shedron assisted the less prepared (read: me) with a few last-minute jetting changes and such, we fired up and were on our way.

The first day's ride was a comparatively brief one, taking us from Silverton to Ouray, by way of Engineer Pass. This was the first of what would seem like hundreds of trips over the 12,800-foot pass, and we also took the steep side trip up to the 13,218-foot peak. Our rather large riding group split into smaller crews, and I was silly enough to join the one headed by eight-time National Enduro Champion Dick Burleson. Bored by the jeep roads, Burleson took us on some above-timberline single-track that could truly make your hair stand on end. When making a near-vertical, rocky ascent, it's good to know that dabbing would require a 1000-foot-long right leg. But then who needs to dab, since the ample oxygen available at 13,000 feet makes the bikes run so strong? *Not!* The pack of deer we saw thought we were crazy. When we whined about not being able to breathe, Burleson was nice enough to take us back down - by way of a steep, single track downhill, littered with switchbacks and fallen logs. And to "cool down," we climbed over the infamous Poughkeepsie Gulch - where all old boulders go to die. This road is best handled with a bit of momentum, so two-stroke riders like me pin it and slip the clutch, flailing their legs until they finally stall. Meanwhile, thumper riders simply chug on up.

We passed through several beautiful but long-since-dead gold mining towns before finally arriving at our hotel in Ouray - also known as the Switzerland of the U.S.

After a good meal and an even better night's sleep, we remounted and began day two, which would take us on a loop to Lake City and back. Though significantly more tame than day one (I cleverly managed to avoid Burleson that morning), our ride along the Continental Divide was no less scenic. And with full bellies of Lake City pizza, several of us decided to follow Denison on a jaunt over another rocky, switchback-filled pass. Most of the hairpins actually required getting off the bike and lifting the rear wheel around - thankfully, the bikes were at such a steep angle that the back ends were pretty light. This technique was used by all except enduro ace Steve Hatch, who took the steepest line straight down the boulders without even dabbing. Rain had begun falling, providing a good test for our riding gear - and for the handgrip on Joe Shedron's KLX650. The grip popped off while he was negotiating a switchback, sending him and the huge Kawasaki over the edge. He single-handedly pulled his bike back up to the trail, only to find that it was facing backwards. We were waiting below, unaware, and the look on Shedron's face was pretty funny as he came into sight, inching his way down the trail on his backwards-facing KLX.

I wasn't laughing several minutes later, however, when I found myself in the predicament described earlier - out of gas and no one in sight, with darkness approaching. But it's amazing how things just tend to work out on motorcycle rides, at least for the most part. Just when I was checking my fanny pack for a box of matches to build a fire, over a nearby hill approached salvation, in the form of a four-wheel-drive truck. It was a weekday, and I hadn't seen a vehicle

outside of our group all day. Still, here in plain sight were a hunter and his wife, and they offered to give me a ride when I told them of my plight. I was less pleased, however, when I found out that they were not going back to town, but would instead be camping in the mountains for another week or so. They took me as far as the turn I had missed before giving a wave and disappearing into the wilderness. I was glad the trail was at least primarily downhill, and just as I began coasting, along came Denison, wondering what I had been up to. He loaned me some gas, and we got back to Ouray as darkness fell.

The next day would end in Gunnison, which we accessed by taking an old stagecoach road. The ride was the easiest yet, but my fun meter was pegged the whole time, even after I tipped over and broke my clutch cover while crossing a stream. I was rescued by Morrill Griffith, ISDE veteran and owner of the Sun Sports motorcycle shop in Gunnison. Griffith cleaned off the cracked cover and applied some quick-acting putty, saying, "I hope it works. This is the first time I've tried this stuff." I had my doubts, but the putty held strong. In fact, I still haven't bothered to replace the clutch cover. Thanks, Morrill.

The stagecoach trail included everything from waterbar jumps, to snaking, forest-lined dirt roads, to twisty two track covered in deep, lush grass - my personal favorite. It was so much fun that I was literally chuckling as I rode, but a locked gate put us behind schedule, and I was wishing my headlight worked during the final jaunt into town.

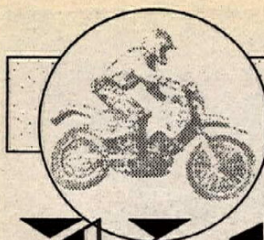
Many people were heading home the next day, so the dinner that night was a wild one, to say the least. A few of us didn't party so hard, however. The Moose ride was over, but we had convinced Cornelius and Denison to let us ride day one of the three-day Thor ride, which started one day later. A hair-raising

car ride brought us to the ski town of Snowmass, the starting point of the Thor Colorado 300. If Durango is the mountain bike capital of the world, then Snowmass must be the yuppie capital, and I felt more than a little out of place as we rode our bikes by the BMWs and condominiums a day later. I preferred the more rustic towns to the south, but I have to admit, the trails on my final day of riding were the best of the trip.

The sheer mountains around Ouray mean that the carved-out jeep roads are the only option, and while they're a lot of fun, I was ready for some trails. We again split off into groups, and I hooked up with former enduro ace Fritz Kadlec. A Colorado native, Kadlec now works in the race car industry, so he doesn't race the Nationals anymore - he should. Our group also included heroes like Hatch, Jeff Russell, Rodney Smith, Danny Hamel and Jimmy Lewis, but even they balked when we came to a section where several slippery, barkless trees were laid at an off-camber angle across the track. Kadlec, on the other hand, simply roosted his stock KX250 over the logs in one clean, effortless motion that had us all shaking our heads in disbelief.

Lunch was served at a quaint, remote, cabin, which also had an old gas tank in front. Most people refueled there, but our jaunt had put us at the end of the group, and the tank was dry by the time we got to it. Most of us had large tanks, however, and the afternoon section was just as wild as the morning. I was tired, and when we arrived at the day's finish in Crested Butte, I was glad I'd be heading home the next day.

Colorado isn't exactly a secret riding area any more, but that doesn't make it any less fun. Sure, it may be more adventuresome to go riding in places like Mexico, Costa Rica or Hawaii, but for sheer fun and awesome scenery, it's hard to beat an old classic.



CROSS COUNTRY
AMA Grand National Cross Country Series

Round 10

King of the Hill



(Above) Scott Plessinger moved into the series points lead for the first time this season following his win at the Hardrock 100. (Right) Duane Conners had a shot at the win but came up just short for second overall. (Below) Tom Norton was an early leader before dropping to third.



By Davey Coombs
Photos by C.J. Coombs

FAIRMONT, WV, OCT. 2

In an event that was more a game of King of the Hill than a cross country National race, Scott Plessinger found himself on top at the end. The KTM-backed rider narrowly won the 10th round of the series after surviving several assaults on the peak known as Bonner Ridge. Still, Plessinger was just a wheel length ahead of Team Yamaha-Sport Cycles-backed Duane Conner. Team Mirage's Tom Norton was third overall at a distance of just over two minutes.

"It just wasn't worth it," said Plessinger of the steep hills that invited the riders to take a risky and often self-destructive shortcut to the top. "It looked like a good idea to climb at first but I could tell in the end it would be better off going around the easy way all day. I had to try it once, and that almost cost me the race."

The steep hill that Plessinger was talking about featured three divergent paths to the top, appropriately named Papa Hill, Mama Hill and Baby Hill. Competitors could choose from any of the three routes, though Papa Hill turned out to be too much for even the elite racers in the field of just less than 200 entries. It was especially destructive for Team Yamaha's Fred Andrews, the defending GNCC Series champ and points leader going into this race, and Team Green's Doug Blackwell, each of

whom blew the lead at one point while scaling Bunner Ridge. Andrews still finished fourth overall ahead of 250cc A class leader Gene Onail; Blackwell was eighth.

A Saturday evening rain shower made the hilly Hardrock course slick and muddy at the start, then it was "just plain slick" as the day wore on, according to Andrews. The layout did not include a special-test-style motocross section that is standard at most GNCC events. The race measured just less than three hours in time while the trail length totaled nine miles per lap. Several long, steep climbs besides Bunner Ridge itself added interest to the run.

The first big surprise of the day was the fact that Team Green's Doug Blackwell - the season-long holeshot artist - did not make it to the first turn ahead of the rest of the Pro class pack. Instead, it was Plessinger, Conner and Andrews who rounded the first grassy, right-hand turn.

At the end of the first lap, Blackwell held a lead of more than 30 seconds on Andrews, Plessinger and Norton. Throughout the day lap times would grow slower as the trails grew slicker and more difficult to negotiate. Mistakes came often for even the top guys. Norton's first slip came early in the second lap.

"I passed what I thought was a lap-per but it turned out to be Blackwell," said Norton. "I was in the lead and I didn't even realize it. I put 25 seconds on everyone by the time we got to the big hill. Unfortunately, I fell on the hill when I grabbed third gear and almost looped out." Trapped in the middle of the steep incline, Norton had no choice but to point his 125 back down the hill for another run. However, Plessinger was also trapped on the hill and blocked Norton from getting down. "I had to wait until he got up before I could go down. My lead went from plus 25 seconds to minus 60 seconds."

"I tried it on the second lap and I only went halfway up," said Plessinger. "I turned around and went back down because my bike just wasn't hooking up real well. I was spinning everywhere. Tommy and Doug passed me when I was coming back down and neither made it, but I guess Andrews did."

Being the only one of the front-runners to make the hill in one try on the second lap, Andrews inherited the lead. But just one lap later it was the defending GNCC champ Andrews' turn to botch the hill. He tried and failed twice before taking one of the alternate paths, losing at least three minutes in the process.

"All the mud was kicked off the track by the fourth lap," explained Norton. "All of this hard, slick clay was exposed. I ended up falling on the middle hill and had to take the longest, easiest one for the rest of the day."



"I played with fire and got burned," explained Andrews. "I went around the big hill the first time but Norton and Blackwell went up it. In fact, Tommy came out ahead of me, so on the second lap I figured I could go up if I had to. Next lap I started to climb a middle hill but there was Blackwell coming down the other way, so I just went for the big hill. I made it and got a big lead. I wasn't going to do it again but it was clear when I came around so I just went for it - big mistake."

Andrews tipped over near the top and had to go back down the hill to start over. He missed on the second and third tries as well before finally clearing the ledge. "I had lost four minutes by that time, but the hill became more important to me than the race. With all those people standing around cheering, I just had to make that damn hill!"

Conner was not having such difficulties and made the middle hill each time around. In the process he was able to catch and pass Plessinger for the lead by the beginning of the fifth of six laps. The race evolved into a two-man battle between Conner - who had to stop at one point to replace a broken silencer - and Plessinger.

"Duane and I rode together for a couple of laps but with two laps to go I got squirrely and didn't make it up another hill," said Plessinger of the friendly exchange with Conner. "Duane passed me there because I had to go back down. On the last lap I made the hill but he was still several seconds ahead of me. I just went real, real fast and finally caught sight of him a mile before the finish. I followed him for a half mile until he went inside a lapper and the guy just came over on him. It was a real unlucky break for him"

Plessinger finished just inches ahead of the frustrated Conner while Norton was another two and a half minutes back. Andrews crossed the line 90 seconds later but a full 10 minutes ahead of fifth overall Onail.

Finishing sixth and seventh overall was Jeff Lauth and Daryl Conner. Rounding out the top 10 overall were Blackwell, Barry Hawk Jr. and Brian Keegan.

"It wasn't the greatest race I ever had but it was definitely one of the roughest ones I ever won," said Plessinger. "It was rocky, slippery, wet, muddy, everything. I just didn't ride as well as I feel like I normally do but it was enough. I didn't push it until the last four miles - I was just on cruise most of the day."

"There's two races left and to keep the title I've got to beat Plessinger both times to win," said Andrews. "Summers might be back and Team Suzuki might be there, which might work to my advantage. But no matter who is there I've got to finish ahead of Plessinger."

"I just need to beat Fred one more time and then finish second behind him the other time," said Plessinger of the title picture. "If you throw one race away I'm ahead by a point. If you count them all, we're tied. It's been that kind of year. This is the first time that I've been in the lead all year but it's a good time to be the leader."

Bunner Ridge
Fairmont, West Virginia
Results: October 2, 1994

O/A: 1. Scot Plessinger (KTM); 2. Duane Conner (Yam); 3. Tom Norton (Kaw); 4. Fred Andrews (Yam); 5. Gene Onail; 6. Jeff Lauth; 7. Daryl Conner; 8. Doug Blackwell (Kaw); 9. Barry Hawk Jr.; 10. Brian Keegan.

Upcoming Rounds:
Round 11 - Elizabeth, WV, October 16
Round 12 - Mt. Morris, PA, October 30

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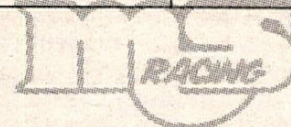
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RACE #5	RACE #6	RACE #7	RACE #8
SUN. NOV. 6th 7:00 TO 8:00 MINI'S ALL WOMEN ALL MAIL TO: DENNA JENKINS 15465 29th ST. E. #66 LANCASTER, CA. 93535 (805) 723-8514	SUN. NOV. 6th 8:30 TO 10:30 125 ALL 250 ALL 500 ALL MAIL TO: JOHN HUTCHERSON 18 TECHNOLOGY SUITE 109 IRVINE, CA. 92718 (714) 453-0119	SUN. NOV. 6th 11:00 TO 1:00 SENIORS ALL (40 - 49) MAGNUM ALL (50 - 59) SUP. SENIOR ALL (60 UP) MAIL TO: BOB & WENDY BISHOP 14818 DEERBANK DR. LAKE ELIZABETH, CA. 93532 (805) 724-1182	SUN. NOV. 6th 1:30 TO 2:30 PRO - SHOOTOUT RUN WHAT YA BRUNG MAIL TO: VAN ISAACSON 8440 MOTANA AVE. BUENA PARK, CA. 90621 (714) 739-8535

CUT ALONG DOTTED LINE

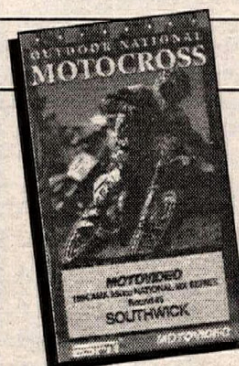
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Name: _____ AMA# _____ Expiration _____		ENTRY INFORMATION Mail Entries open Sept. 21, 1994 and close Oct. 21, 1994 Start positions determined by postmark Mail Entries \$45 per rider (includes gate for rider only) Post entry \$55, Mini's \$25 All additional race entries \$25 except the Pro Race PRO "BASH ON THE BEACH" \$65 no exceptions AMA Membership required (no exceptions) No Refunds! Entries Non-Transferable No playingriding No campfires No hookups "Sorry" How to Enter Fill out and detach Official Entry form (entry form required per race) Mail entry to applicable listed race chairman with 3 self-addressed stamped envelopes. All Vets, Seniors, Magnums, and Super Seniors must have I.D. showing proof of age at registration. (Drivers License, Passport, etc.) Make checks payable to: VIEWFINDERS MC	
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City, State, Zip: _____			
Club/Sponsor(s): _____			
Motorcycle Make: _____ Engine Size: _____		Entrant Under 18 Years Of Age Must Complete Separate Notarized Release (contact club)	
DESERT District 36 37 38 Riding # _____	Riding Class (Circle 1) Beginner Novice Amateur Expert	Riding Div. (Circle 1) 0-80 Quad 0-175 176-250 251-open	Riding Div. (Circle 1) Mini Women Veteran Senior Magnum Super Senior
IF Best of the West District 37 Riding # _____	Riding Class (Circle 1) Nov AM EX	Riding Div. (Engine Size)	Riding Division
ENDURO District 36 37 38 Riding # _____	Riding Class (Circle 1) A B C D	Riding Div. (Circle 1) 0-200 201-251 251-Open	Riding Div. (Circle 1) 4-Stroke Women Veteran Senior Magnum Super Senior

SUZUKI



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(#154E) The two Mikes - LaRocco and Kiedrowski - came to the sandy Southwick MX338 track for the fifth round of the '94 AMA National Motocross Series and put on a show many would not soon forget. The Kawasaki teamsters traded moto wins in an inspiring display of talent and determination in front of over 10,000 enthusiastic Massachusetts fans.

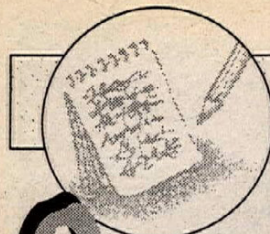
Action on the track was intense, as Team Honda's Jeff Stanton battled with teammate Jeremy McGrath, and local favorite John Dowd put in outstanding efforts in both motos.

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INTERVIEW

Kevin Schwantz

One more year

By Dean Adams
Photo by Brian Nelson

When he began to make it big on the American racing scene, Kevin Schwantz did things that made people wonder just how long he would be in racing and, at times, in the world as we know it. His rear-wheel-loose riding style helped him pull out some miraculous feats on the race track, but it occasionally bit him, resulting in wheels-up dramatics and fueling the fire that Schwantz was a stick of dynamite fused real short.

Well, he has endured plenty of adversity in his racing career while proving many an arm-chair team manager wrong, the same geniuses that said he would never win the big one. A World Championship and his rightful place as the rider the world looks to for leadership became Schwantz's property in 1993. But it came with some baggage, and so many X-rays that he should, by all rights, glow.

He has conquered the world. His world, anyway. When he looks out from the garage at a Grand Prix, past the sea of photographers, he now sees a battlefield void of targets, void of fresh motivating factors, and only a world where a downward slide is possible if he doesn't play his cards right. If all goes to plan, Kevin Schwantz will retire from full-time racing after the 1995 season. Presently, he is preparing himself for one more run at the championship in 1996, and he would no doubt like to leave the GP arena as the highest placing American on the all-time Grand Prix winners list, just so former friend Eddie Lawson will be forced to live with that for eternity.

Just before his perpetual Laguna Seca jinx bit Schwantz in the Corkscrew, sending him in for another set of X-rays, we sat down to dive into the subject of his retirement.

The word is that you are seriously considering retirement after the 1995 season. What have you decided to do?

At the end of next season my contracts with Lucky Strike and Suzuki are up. I reckon it is going to be pretty hard for me to get up the motivation it takes to race another season after that. I've been at this a long time, the schedule, the pace, the testing, all the work that has transpired since I began racing GPs in 1988 really takes it out of you. You used to have two or three months off throughout the winter where you kind of sat at home and wondered what the Japanese were doing with the bikes. And when you got back to riding the bike and tested a couple of times before the season started, you were really excited to get back on the bike.

Now I see that thing so much I'm really excited to see my truck at home. It's just gotten to where I'm on those things so much, especially in doing the testing and all the things we have to do to keep up with everybody. It's not just us, but it's everybody out there. The testing all these factories do has you out there at risk so much that it's really hard to keep yourself motivated over a long period of time. It's gone from a nine-month season with a little bit of rest to 11 and a half months with a Christmas and New Years rest.

What will you do if you don't race? Normal life is going to pale in comparison to this.

I don't know. I'd like to think that I can still stay on at Suzuki in some sort of capacity, maybe as a consultant to them to try and help their racing efforts - just to look at it from the outside. My relationships with Suzuki and Lucky Strike have both been pretty good, so hopefully they're inclined to keep me involved with their racing effort in one way or another. If they don't, I'll probably go back to Texas and raise some cattle for a while and find something else to do.

I'd kind of like to race cars of some sort. I think more than anything my... If you were to ask me what kind of cars I would like to race, off the top of my head I'd say NASCAR is really something I'd like to try. It's such a great spectator sport and it is good close racing, there's contact and bumping and shoving, and everybody is still racing while that is going on. I went to the Brickyard 400 and met quite a few people there, so if the opportunity arises it is something I want to give a try.

Really, how serious is all this retirement talk?

Real serious. Instead of talking about it to try and increase my value next season - that's by no means what I have plans of doing - I'm just going to do it. I feel like I'm burnt out. I feel I have enough in me to do a championship run next season, not just out there riding around to finish races, but a 100% charge at the title. I've got enough left to push myself to the level that I feel I'll need to and be a threat to win the championship. If I didn't feel like that...I would put an end to it now.

What response have you received from Suzuki and Lucky Strike?

They know, pretty much, through what they have read. Or are reading right now. (Laughs)

Eddie Lawson is paying for his Indy Lights ride and Wayne Gardner bought his team to enable him to go car racing. Will you spend your own money to get your foot on a good pedal?

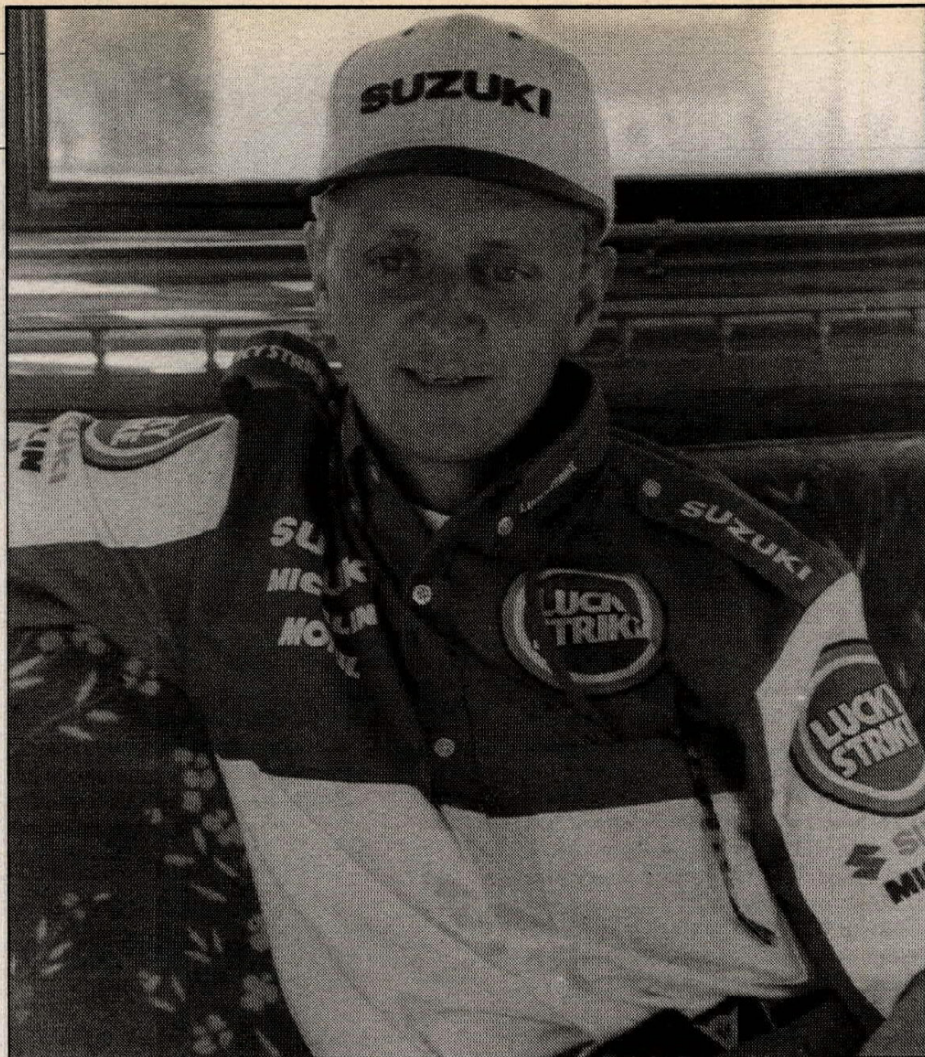
A lot of it depends on what happens now and then. It's quite possible that I would be willing to throw in some of my own money to get myself out there and show that I am capable. I'll be the first to admit that if I get out there and do not do well that perhaps I shouldn't be doing it and should try something else. It's really just a thought in the back of my head right now.

How much did Wayne Rainey's crash motivate you toward this decision of retiring?

That is something that will always be in my mind. And it seems like every god-damned time I fall off this thing this season I end up standing on my head. Testing preseason in Barcelona and a couple of times during the season. A lot of it isn't thinking about Wayne's accident, but thinking about how long I have been doing this and the drive and desire needed to do this job, especially after winning a World Championship. There is not really a lot left out there.

Of the time you spend racing how much of it do you truly enjoy?

Pretty much all the time. That's another thing, if Suzuki wants me to come to all



the races like I do now, and still be as involved as a team manager or whatever the position, and not get to ride the thing on Friday or Saturday, that's not what I want to do. I don't want to do the same amount of traveling and still not get to race, because that is the part I enjoy the most, obviously.

Every time I'm on the bike I'm thinking to myself, 'man, this is great.' It's peaceful, too. No Lucky Strike or Suzuki people asking me if I can come do this or make an appearance here. Just me and the bike - racing.

Will you race in America again? Another Daytona win would be nice to see...

I'd like to ride Daytona again. I think Daytona is a place you can go back to and ride a one-off race there and you don't have to be at the top of your game or extremely fit. It's a long race, but it's not real tough. I'd like to think that Suzuki is going to have a really hot superbike soon one that could maybe win a race there. There are still some events that I would like to race, and one of these is particularly the Suzuka 8-Hour. I know that sounds a lot like what Eddie (Lawson) did, but I have actually spoken with Mr. Itoh at Suzuki before the 1994 8-Hour and expressed an interest in riding the race again. He said to wait and see what happens.

Once retired, would Kevin Schwantz flick into full mercenary mode as Lawson has done since retiring?

I think there will always be a desire to get back on a bike, especially superbikes. I have always enjoyed riding superbikes, I think they are just a ton of fun to race. Daytona is a big race and it is important for Suzuki. I guess it all depends on Suzuki and if they are willing to put me under contract, once my GP career is over, to do certain events. I'll definitely have an open mind to stuff like that - of course I will.

I really miss racing in America, especially after coming back to Laguna Seca. It gnaws on you - on the surface I think that riding back home in the superbike championship would be a lot of fun. Going back to a flying out on Thursday to the race and practice on Saturday and race on Sunday, and flying home Monday morning. That's also something that takes a lot out of you: all the overseas flying, back and forth, being away from

home for as long as you have to be away from home. I have a lot of family and friends back in Texas that I don't get to spend enough time with - hopefully that will change.

How about an American replacement for you on the team? Colin Edwards is out as he has signed a long-term contract again with Yamaha.

I think he (Edwards) should be riding Suzukis. Maybe they are not the best superbike out there right now, but I definitely feel like they are one of the best GP bikes and that is the arena in which Colin should probably end up in. At the same time I don't see any vacancies in the Yamaha line. They have got (Norifume) Abe and (Kenny Roberts) Junior. As long as those guys are there you have to feel like Colin is going to get a little bit of second-hand treatment. Yamaha may prove me 100% wrong, but I know there is a big opportunity for Colin Edwards at Suzuki if he would go there.

You believe he would make a nice successor to the throne?

I really do think he would. And there would be nothing better than to ride with him for a year before I did quit racing. I think I could really help him a lot. Another idea Suzuki might have as far as keeping me on is that a lot of people at Suzuki can see that my career could have been significantly different if I had had somebody like Kenny Roberts there to give me advice, and to give me confidence when I needed it. I'm hoping that Suzuki will see that as a spot where I would be valuable to them as well.

How many frequent-flier miles do you have?

I just got a card from American Airlines saying that I have flown a million miles with them. I use American probably a third of the time. So now all I have to do anytime I fly anywhere is give a call to their Advantage program and I'll have a free ticket anytime I want to go anywhere. Being as it is an expense, I pay for it and take the expense and it just adds to my miles.

When I come home people ask what far off exotic destination I am jetting off to and I just point to the backyard at my house - I'm not going anywhere near an airport or a hotel.

CN



Gerencer, Soter leave 'em in the ashes

By Jay A. Herndon

ASHVILLE, NC, OCT. 1

Lou Gerencer Jr. and Rick Soter were the big winners at round 11 of the AMA National Championship Hillclimb Series, held at the Ashville hill in North Carolina. Gerencer blasted off the launch pad aboard his Harley-Davidson-backed Red Team bike in drag-race fashion to score his sixth 800cc class win of the season. Gerencer's single centerline run was all he needed to win. Like Gerencer, Soter's single blast on the hill had the same results for him as he nabbed his third 540cc class win of the year aboard his BSA.

North Carolina's Harley-Davidson Dealer Association welcomed the Pro Hillclimb Series to their first hillclimb in over 30 years. "We were looking for something new, something that hadn't been done," said Phil Schoonover, president of the association. "This is our first hillclimb. Our rally consists of field games and a bike show. Last night we had a flat track race. Tonight we have a free concert, and this afternoon we have a Pro Hillclimb. There's a little bit of everything here for the motorcyclist to enjoy."

Located outside Ashville, Zeno Ponders Farm is a huge facility, surrounded with beautiful rolling hills. It was, in many of the riders' opinions, a perfect facility for hillclimbs.

Scott McNeeley was the first rider to tackle the hill in the 540cc class. McNeeley put his Honda in the center of the starting box and shot onto the hill. Staying centered, McNeeley was fast and straight as the 350-foot drag strip of a hill had no obstacles to slow him. McNeeley clocked a 5.3581-second run.

Paul Pinsonnault was next. He blasted out a fast run, but it served only as a practice climb, as the timer malfunctioned. Pinsonnault's return was almost a carbon copy in execution as he squeezed a 4.5081-second run out of the timing lights.

Soter popped onto the hill aboard his single-shock BSA. Getting a crackle from the bike at the start of his climb, the bike cleared out and the horsepower came back on. Kicking out a dust cloud, Soter's centerline climb ended in 4.3694 seconds, fast enough to put him on the bubble.

Scott Everett put his nickle-plated Triumph in the center of the hill, and drifted slightly to the left as he shot to the top in 4.5805 seconds. He sat third in the first round.

Very anxious to get onto the "drag strip," the 800cc class got started with Wallace Fowler, whose blue and white four-cylinder Suzuki screamed as he fed the nitro to it. Launching hard, Fowler bolted to the top and set his front wheel down just before the lights to clock a 4.6493.

Gerencer Jr. used all the horsepower he could find, and kicked out a huge rooster tail as he raced up the hill. Fast and straight, he stopped the clock at 3.9908. Gerencer's time put him on the bubble for the first round.

Greg Williams rode his brothers' screaming Honda, and got kicked to the left as he left the gate. Still hammering, Williams lifted his front wheel in a frenzy to get to the top and scored a 4.0121; fast enough for third in the first round.

Steve Dresser fired his Team USA Harley onto the hill and kicked out mounds of dirt as he blasted to the top, only a couple of thousandths faster than Williams, to drop into the second-place position for his first climb.

When the second round of the 540cc class returned to the hill, Pinsonnault and Everett switched positions from the first round. Everett took off with a second-place finish with the all-improved time of 4.4839. Pinsonnault also improved his time, but it wasn't fast enough to hold on to second place. He had to settle for third with a 4.5064.

Soter, unaffected by Pinsonnault's and Everett's battle, sat on the bubble all day and was unchallenged.

In the 13-rider 800cc class, Gerencer, Dresser and Williams returned for their second runs. Gerencer sat on the bubble as he watched Dresser attempt to improve on his time. Dresser shut his



(Above) Lou Gerencer Jr. topped the 800cc class with only a single run aboard his big Harley-Davidson.

(Left) Rick Soter nabbed the win in the 540cc class aboard a BSA-powered machine.

(Below) At the end of his second run, Greg Williams decided that he'd had enough. Trackside judges gave his stylish dismount a perfect 10.



had some little bumps in it, and if you rode in the right place it was real smooth. It definitely needs some jumps to make things more interesting." **EN**

Zeno Ponders Farm
Ashville, North Carolina
Results: October 1, 1994

540: 1. Rick Soter (BSA); 2. Scott Everett (Tri); 3. Paul Pinsonnault (Hon); 4. David Watson (Kaw); 5. James Zucco (Kaw); 6. Paul Lowe (Kaw); 7. Bob Hawk (BSA); 8. Paul Garrety (BSA); 9. Alan Hoskins (Hon); 10. Rodney Swanson (Rtx); 11. Roger McNeeley (Yam); 12. Ralph Kreeger (Tri); 13. Steve Patrick (Yam); 14. Jason Petty (Kaw); 15. Ted Wilkins (Rtx); 16. Mike Pulver (Hon); 17. Scott McNeeley (Hon); 18. Kevin Zucco (Kaw); 19. Walter Herrick (Suz).

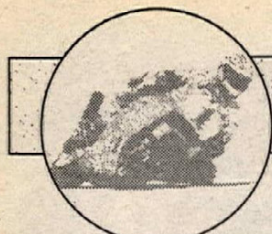
800: 1. Lou Gerencer Jr. (H-D); 2. Steve Dresser (H-D); 3. Greg Williams (Hon); 4. Harry Schreiber (H-D); 5. Jimmy Dingree (H-D); 6. Randy Gabriel (H-D); 7. Rodney Smith (BSA); 8. Gary Miller (H-D); 9. Mickey Dent (H-D); 10. Bob Castledine (H-D); 11. Glendal Petty Jr. (H-D); 12. Wallace Fowler (Suz).

run down a little early, logging a time of 3.9964 - only three-thousandths of a second slower than Gerencer. "I let off, what is there to say," said Dresser. "Those two- to three-thousandths of a second show that... don't let off!"

Williams got a kick out of his bike in his second run. Straight and fast, Williams' run ended with a less-than-glamorous dismount as he topped the grassy hill. Bucked off the back of his big Honda, Williams clocked a slower 4.1275, resulting in a third-place finish.

"My first ride was my best," he said. "I feel that I wasn't aggressive enough on the holeshot. On my second run, I was real aggressive and I got a few bounces on the hill and that was enough to make the difference. You get a couple of bounces and that's a tenth right there!"

Gerencer netted his sixth win of the year, closing the chapter on round 11 by saying, "It was definitely a drag strip. It



ROAD RACE

WERA Sunoco/Performance Machine National Endurance Series

By Scott M. Tait

SHANNONVILLE, ONTARIO, CANADA, SEPT. 24 **T**he WERA National Endurance tour's sole trip outside the U.S. turned into a homeboy benefit as Canadian riders played a dominant role on Shannonville Motorsport Park's 15-turn, 2.5-mile layout. Canadian Kawasaki's ace superbike sprinters - Toronto-based Michael Taylor and East Coast Halifax native Don Munroe - teamed for the first time to pilot a hastily prepared 1993 Kawasaki ZX7R to a convincing two-lap victory in the six-hour event. Series regulars Ian McKinstry and Tim Ruhl turned their first "home track" start ever into success with the well-travelled R.A. Racing Suzuki GSXR1100 netting second, two laps clear of third overall H&H Racing.

The Heavyweight Superstock winner H&H was using DOT Metzeler tires rather than the top two team's Dunlop slicks. H&H's just-rebuilt Yamaha FZR1000 was piloted by Chuck Neighoff and Canadian Twins Champ Dave Klassen, the latter joining the team three races ago.

Two regular season favorites were not in attendance at S.M.P., throwing the race wide open and adding an air of excitement to paddock activity. The Virginia Breeze/Yamaha squad was regrouping after a string of disappointing results to mount a focused late-season effort, while dominant Team Suzuki Endurance was also missing from action. The series leaders and current number one plate holders had already scored all the six-hour race success that the points system would accept, so Suzuki's historic 100th victory will have to wait for another round.

With two 1994 dates left on the schedule, Suzuki continues to lead the points chase by a wide margin, 838.83-637.73, over Team Pearls Suzuki. Pearls were the stars of the first half of the Shannonville round, with rookie Canadian Pro Frank Wilson putting his sprint knowledge to good use before a crash and transmission trouble dropped the team to 39th in the final results. Big winners in the points chase were R.A., who vaulted from eighth to sixth in the overall standings thanks to their career-best run at the RACE-organized S.M.P. round.

A full field of 50 bikes took part in the noon two-wave start, held under threatening skies that fortunately never delivered any rain. The Suzuki of Competitive Edge headed the first group into the turn one, while AMA Middleweight Team Challenge regulars Mint Racing, with Jeff Williams of nearby Kingston, at the controls, took the lead in wave two.

The departure of the second half of the field was delayed when Canadian Kawasaki was pulled off the grid because of a pool of fluid found under the bike after the warm-up lap. Taylor persuaded the grid staff that it was just an overfilling problem, and set off after the field. The recently crowned A.S.M. Superbike Champ opted to use his stored '93 Supersport mount rather than the planned 1994 Ninja 900 he pilots in Canada's Open Supersport division, and the ZX7R was is Supersport trim except for wide wheels, worn Dunlop slicks and Brembo brakes.

As Taylor cut through the pack, attention was focused at the front, where Wilson was swiftly pulling away from the field on Pearl's Heavyweight SuperStock class GSXR. Forty minutes into the race, Wilson was 24 seconds

Canadians rule on home turf



(Left) Competitive Edge (57) gets the edge at the start of the Canadian round of the WERA National Endurance Series at Shannonville Motorsport Park in Ontario. (Below) Team Canadian Kawasaki, here with Don Munroe in the saddle, passing the Ohio Superbike Racing team entry, scored the win.

clear of a good dice for second between Yamaha Canada's Neil Jenkins in a guest ride aboard Red Hot Racing's Yamaha YZF750 and McKinstry's R.A. entry. Taylor was up to fourth, over a minute behind the leader, chased by Competitive Edge. The sixth-placed Cycle Canada magazine project bike (W.W.III) Yamaha YZF600 of Peter Wilson, soon to pit, was the only other runner on the lead lap.

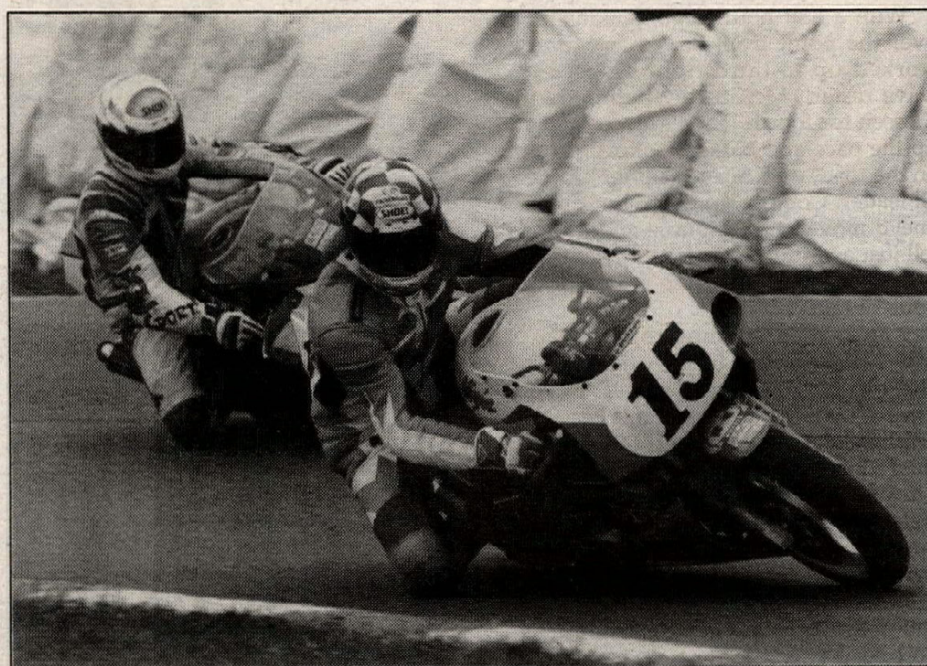
Many teams chose to stop at the one-hour mark, including Taylor who dropped off the lead lap while warning Munroe of a deteriorating rear tire during a major gas spill. As Wilson continued to build his lead, Kawasaki 600-mounted TKO Racing crashed out of the Mediumweight Superbike lead (and sixth overall) with a big high-side exiting turn three. After a lengthy repair, the team returned to action, salvaging 29th, thanks to a late race charge.

Wilson made a quick gas stop at the 1:07 mark, staying aboard the Pearls entry and keeping his on-track lead by just over four seconds from McKinstry, who had passed Jenkins just before the Red Hot YZF headed for the pits. Wilson continued to turn 1:53 lap times, the quickest on the track, as McKinstry and Munroe ran in the 1:54 range. The outright track record at Shannonville belongs to Pascal Picotte aboard the FBF-Ducati at 1:45.3.

Last of the leaders to make his first stop was McKinstry, who handed off to bike-builder Ruhl after 85 minutes. "I really can't remember the track, it's been so long since I ran here, and never on anything like this," explained the 1992 Canadian Amateur 600 National Champ. "I got behind Neil's Yamaha, and that really helped. When I got comfortable with the pace, I picked it up a bit and got by, but Frank's another story; he's really flyin'."

Just before the two-hour mark, Pearl's made their second stop, with Wilson finally getting off to allow copilot Darryl Saylor to take a turn. Although Saylor was worried about his potential pace, he quickly got into the groove, running laps in the 1:56 range, the team's target for his shift.

Pearls held the lead with 62 laps completed, the same number as second-placed Canadian Kawasaki, while R.A. and Red Hot had covered 61 tours. H&H had moved to fifth just ahead of



the impressive Yamaha 600 of Ohio Superbike's Chuck Warren, Tim Tillman and Pete Martins, both with 60 laps in total. Ohio was the first team overall with no Canadians on their rider roster.

Canadian Kawasaki's second stop was quick, although Munroe thought the rear tire should be changed. Taylor elected to run one more hour on the baked rubber since they only had one suitable replacement, even though he almost lost it exiting the final turn in his first lap back out.

Red Hot lost time at the two-and-a-half-hour mark with a long stop involving a tire change and spilled gas, and Ohio Superbike experienced a scare with an off-track trip at the same time. Then McKinstry took his own cruise through the run-off, but Jenkins wasn't so lucky when he decked Red Hot's Yamaha in a big way exiting the fast turn-five sweeper. After pushing back to the pits for repairs, Jenkins admitted that "the new rear never felt quite right, maybe I pushed it too hard, too soon."

On the track, the race for first got exciting just before the three-hour mark, Pearl's Saylor just 2.8 seconds clear of third-placed McKinstry (a lap down), who had second-man Taylor glued to his tail. Then Taylor slowed and McKinstry passed Saylor to put R.A. back on the lead lap. But Taylor picked up the

pace again, passing Saylor for the lead under braking for the tight Allen's Corner (named for the Dunlop tire guru Jim, a 1970's Canadian star) before pitting a lap later.

As the combined Competition Wheels/Pro Cycle crew quickly fitted a new medium-compound rear Dunlop slick to the Kawasaki, Taylor elaborated on his speed change. "The rear tire was really getting tired, we wore the depth indicators off, but what held me up was switching to reserve! But I needed to get by those guys before I made our stop, I really wanted to demoralize Pearls."

Minutes after Canadian Kawasaki's mid-race service, Pearls was in for a planned two-tire change, their longish 1:44 stoppage giving Kawasaki a one-minute lead. In heavy traffic, Munroe was comfortably in the 1:53 range while Wilson turned 1:55.5 laps. Near the four-hour mark, Munroe was getting ready to put a lap on Wilson when the Pearls rider crashed in turn eight, returning to the pits for five minutes of repairs to the left side of the Suzuki. Prior to the crash, marshals had mentioned a noisy gearbox on the pink Pearls entry, and 15 minutes after the incident Wilson parked the bike with terminal shift trouble, ending an excellent run.

Pearls' departure ended a good fight

for first, and the next major action occurred with 75 minutes left to run, when the Penn State Cycle Honda 600 crashed into the pit wall exiting the final turn, leaving pilot John Coleman motionless on the racing surface. The race was quickly red-flagged, Coleman rushed to the hospital with wrist and leg injuries. His team would make the restart to wind up 21st overall at the finish.

The 20-minute red-flag period allowed teams to regroup for one last blast to the checkered, and turned out to be a godsend for R.A. Worried about stopping problems, the crew discovered that the front brake pads in their Performance Machine calipers were worn right through the backing plates.

The hero of the final hour was Jeff Sneyd, a front-runner in Canada this year with an ex-Crevier Kawasaki S/B in his debut Pro effort. Aboard the repaired TKO Kawasaki, Sneyd jumped into a big lead at the restart, chased by Arclight's Suzuki, R.A., Red Hot, Ohio, H&H, Airport Racing, Royale, Competitive Edge and Can-Am. Although few of the front-runners were on the same lap, Jenkins and Sneyd fought for final-hour honors, both teams out of contention due to earlier falls.

With a half hour to go, Jenkins took over the point from Sneyd as Munroe worked up to third from his second-wave restart, McKinstry fighting with Klassen for fourth. Then Munroe picked up the pace and passed Jenkins for first on the road, with Sneyd tailing the overall leader. Coming up to the hour mark, Sneyd moved past Munroe and the flag fell just as Munroe crossed the line, giving Sneyd and extra lap as the "final hour" winner.

Kawasaki's winning total of tours was 171, followed by R.A. at 169 and H&H with 167. Fourth-overall Arclight turned 166 laps, the same total as fifth-finisher (and Mediumweight SuperBike-class victor) Ohio Superbike. The Mediumweight SuperStock win went to eighth-finisher Ill Racing with 164 laps, one ahead of Mint (10th overall) in the tightest class battle.

On the rostrum, Munroe was all smiles as Taylor exclaimed that "there's no bike better than a Kawasaki. This bike hasn't been apart since July 1993, and to be honest, I didn't know if it would last, but Kawasaki builds an incredible bike." The success marked Taylor's second rostrum appearance in six days, closely following his Road Atlanta AMA 600 Supersport success.

"I have to give all the credit to Tim, he looks after the truck and the bike," remarked the always jovial McKinstry. "He was fixing both during the past couple of weeks, while I watch 'The Simpsons' and 'Seinfeld' at home. This is my first race here in two years and my first time on this podium, so its a dream come true."

Shannonville Motorsport Park
Ontario, Canada
Results: September 24, 1994

ENDURANCE OVERALL: 1. Canadian Kawasaki (Kaw); 2. R.A. Racing (Suz); 3. H&H Racing (Yam); 4. Arclight Racing (Suz); 5. Ohio Superbike Racing (Yam); 6. Competitive Edge (Suz); 7. Royale Racing (Hon); 8. Ill Racing (Yam); 9. Can-Am Racing (Suz); 10. Mint Racing (Hon); 11. Amore Racing (Hon); 12. Team TSBA (Kaw); 13. B.H.R. Racing (Hon); 14. Pure Sports Racing (Hon); 15. Moehrl Suzuki (Suz); 16. TBA Racing (Suz); 17. Barely Human Racing (Hon); 18. Red Hot Racing (Yam); 19. Army Of Darkness (Yam); 20. Chain Lightning (Suz).

H/W SBK: 1. Canadian Kawasaki (Kaw); 2. R.A. Racing (Suz); 3. Arclight Racing (Suz); 4. Fast Riding School (Yam); 5. Team Rapid (Suz).

H/W S/STK: 1. H&H Racing (Yam); 2. Competitive Edge (Suz); 3. Can-Am Racing (Suz); 4. Pure Sport Racing (Hon); 5. Moehrl Suzuki (Suz).

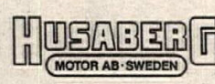
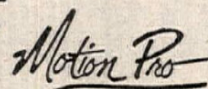
M/W SBK: 1. Ohio Superbike Racing (Yam); 2. Royale Racing (Hon); 3. Amore Racing (Hon); 4. B.H.R. Racing (Hon); 5. Barely Human Racing (Hon).

M/W S/STK: 1. Ill Racing (Yam); 2. Mint Racing (Hon); 3. Team TSBA (Kaw); 4. Cycle Speed Racing (Yam); 5. Nicholson's Ann Arbor (Hon).

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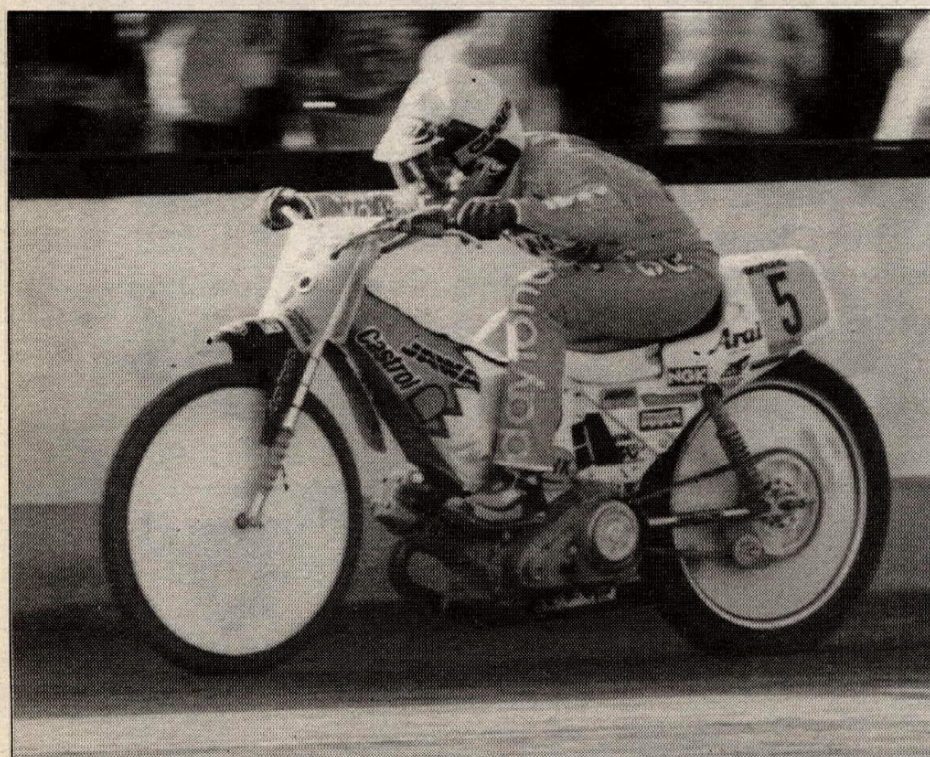
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Mini Motorcycles	10:30 am		

EVENTS

Edited by Scott Rousseau



World Long Track Championship

Wigg gains fifth title

By John Hipkiss

MARIANSKE, LAZNE, CZECH REPUBLIC, SEPT. 25

Englishman Simon Wigg rewrote the history books when he took a record-breaking fifth World Long Track title before 16,000 fans in Marianske Lazne.

Before Sunday, Wigg was level on four wins with German superstar Karl Maier, but Wigg's win makes him the greatest long-track rider ever. But Wigg was competing on a Dutch racing license, and that's when the controversy began.

Instead of playing the British national anthem the Czech organizers insisted on playing the Dutch national anthem. This incensed Wigg who called out "Stop, stop, I don't want it, I want to hear the British anthem," after he had received his winner's laurels.

But his protest was to no avail, the Dutch anthem finished and Wigg just had to stand and endure it.

"The FIM President Jos Vaasen told me the rule was that a rider's national anthem would be played at world finals, not the licensing nation," Wigg said. "But the organizers here went against that ruling."

But nothing could take away the enormity of his achievement. Wigg was so superior on the day, he won his three

(Top) Approximately 300 riders turned out for the fifth Annual Cycle News Dual Sport Jamboree held in the San Bernardino Mountains near Big Bear, California. Here, some of the riders pause at one of the many resets. (Above) Great Britain's Simon Wigg scored a record-breaking fifth World Long Track Championship at the Marianske Lazne track in the Czech Republic.

qualifying heats, his semifinal and the final. His biggest scare came in race five. He missed the gate badly and was in fourth place on the first lap, but had pushed through effortlessly to second on lap two and first on lap three when the race was stopped because Robert Barth, the German rider, fell.

It had been Wigg's finest race despite the red light, and in the rerun he made amends by gating first and collecting five more valuable points for first place.

"That was probably the hardest moment I had all day," Wigg said. "I had my best race after a bad start, and then the race was stopped after three laps. That meant the engine was very hot and it had to do seven laps practically non-stop, which was a worry."

Wigg's nearest challenger all day was Germany's rising star, Andre Pollehn, who finished runner-up two points down. A run-off had to be held to split the next two Germans, former champions Gerd Riss and Egon Muller, Muller the oldest rider in the field at 46. Muller gated in front of Riss, but after a lap and a half, Riss shot by Muller and held his lead to the finish flag. CN

Results

1. Simon Wigg (Great Britain) 25; 2. A. Pollehn (Germany) 20; 3. Gerd Riss (Germany) 17; 4. Egon Muller (Germany) 17; 5. Ales Dryml (Czech Republic) 16; 6. B. Diener (Germany) 15; 7. M. Gerhard (Switzerland) 11; 8. Henka Gustafsson (Sweden) 9; 9. Kelvin Tatum (GB) 9; 10. Bo Brhel (Czech Republic) 9.

Cycle News Dual Sport Jamboree

Fun and educational (How could that be?)

By Tom Van Beveren

BARTON FLATS, CA, OCT. 2

With a rider count of just over 300, the Fifth Annual Cycle News Dual Sport Jamboree will go down as one of the most popular on- and off-road events of the year - at least in California.

Riders who tackled Sunday's exhilarating trails through the San Bernardino Mountains will remember it as one of the most exciting rides in recent months, and for those who attended Saturday's rider seminars, it will also be remembered as one of the most educational.

Riders began gathering for the Jamboree on Saturday afternoon at East Jenks Lake Loop campground, south of Big Bear Lake in the San Bernardino Mountains.

The seminars began shortly after 3:00 p.m. on Saturday. Riders new to dual sporting took advantage of the "Dual Sport 101" seminar presented by Larry Langley, who had laid out Sunday's course. Fineline Suspension's seminar covered the dos and don'ts of suspension tuning. KTM showed its latest line-up of dual sport equipment, and White Brothers presented a variety of products that could be added to a dual sport machine.

When school was over, it was time for dinner - gallons of homemade chili, prepared by Cycle News staffers and their spouses.

Dinner was accompanied by conversation around the community camp fire - a rare sight in Southern California forests at the end of a long, hot summer. The permit for the fire came courtesy of the local Forest Service.

The course was divided into two sections - a 72-mile trail from the start area to the lunch stop, and a 60-mile stretch from lunch back to the campground, give or take a wrong turn or two.

Both sections included two "hard way" routes. Each of the optional sections was rated for its difficulty so new riders could tell what they were letting themselves in for.

The first hard way of the morning got a "difficult" rating, but the roll-chart notes said the only hazard was a short uphill. The explanation let novices know they could tackle the extra miles if they took along an experienced friend who could pilot their bike on the uphill if worse came to worst.

The second hard way of the morning, which featured the area's famous John Bull Trail, was a little more serious. The section earned a "very difficult" rating, and a special sign on the trail that read: "No BMWs, no KLRs, no big bikes. Trust me, it's TOUGH! Expert level riders only!"

The exciting roller-coaster ride through the hills provided panoramic views of Lucerne Valley and Victorville. The trail here wasn't for the fainthearted, and novice riders were well-advised to heed the roll chart's warnings.

The morning's run through the mountains took the riders past the Seven Oaks Resort area, across Clarks Summit and then into the outskirts of Big Bear Lake, where they headed over the dam at the western end of the lake to Fawnskin. A ride through Holcomb Valley took them to the two hard-way options, then it was time for a quick trip down graded roads to the lunch stop at Big Bear City, where BJ's, a local restaurant, offered a Dual Sporter Special - a monster hamburger or chicken sandwich, potato chips and as much soda as you could drink, all for five dollars.

Scott Younggren, KTM America's sales manager for the western region, who was participating in his first dual sport ride, said, "I'm not too fond of the dust, but the quality of the people that are out here, and the great course and the great scenery more than make up for that."

Reid Libby, who was tackling his first organized dual sport event on a 1979 Honda XR500, said, "I've only been in the dirt seven or eight times before, so I'm pretty new to off-road riding, but I can see why people like this so much - it's great."

The afternoon's ride began with a circuit around the almost dry Baldwin Lake, just east of Big Bear. Then the riders headed down the northern slopes of the San Bernardino Mountains to the next optional section, which was described on the roll chart as, "Challenging: Rocky, one short downhill, fun trail."

The roll chart wasn't kidding, and the five-mile Vista Trail/Pinion Trail section was the highlight of the day.

The single-track trail porpoised up and down, then snaked back and forth through the trees. The trail demanded full attention, and the riders had to fight off the distraction of spectacular views of the surrounding mountains and desert.

And just when they thought the fun trail was about to end, it got even better. The final quarter mile of the section provided a series of bermed turns one after the other.

A fast road led to the second challenging section of the afternoon, which was made extra challenging by a lack of traffic. Many riders had chosen to give the late-in-the-ride hard-way section a miss, so those who did take the optional route had to navigate the course with few tire tracks to help lead the way.

Bull Funk, who traveled from St. George, Utah, to join the ride, found that spending \$30 on a fancy roll-chart holder did not ensure navigational success. Larry Woodruff, on the other hand, discovered that it was possible to follow the mileage instructions without an odometer.

"My odometer broke right before the event, but if you read the roll chart and pay attention to the major turns, you can wing it," said Woodruff, who guided nine others, including six rookies, safely around the course.

The first riders arrived back to camp about 2:00 p.m., but most finished up between three and four.

The main complaints about the ride focused on the unlikely combination of dust and water.

"The dust was pretty bad," said Woodruff.

"For me, the water-crossing was too deep," said Anick Conrad, who fell in love with dual sporting at the Cycle News Jamboree two years ago. "The water in the morning was okay but the crossing just before the end was deep." CN

Maxwell, Myerscough endure at Glen Helen Six-Hour

By Lori Yarnell

SAN BERNARDINO, CA, SEPT. 18

The first-ever Six Hours of Glen Helen off-road endurance brought in more than 50 teams to challenge the grueling course of Glen Helen OHV Park, but in the end, the team of Bob Maxwell and Brian Myerscough took the win.

The team of Chris Ridgeway and Tim Morton led the first lap, with the Haulmaster/MSR/G.L. Williams/R&D Racing-backed team of Myerscough and Maxwell trailing. But it didn't take Myerscough long to work his way to the front. Ridgeway tried to stay with Myerscough, but when it was time to change riders, Myerscough had passed every rider on the track and put everyone one lap down, except for Ridgeway.

Maxwell took control of the lead bike and rode a very hard pace, showing his ability to endure the lapped riders and dusty riding conditions. By the first water break, the Maxwell/Myerscough team had a large lead over the team of Ridgeway and Morton. On the restart Maxwell/Myerscough continued their pace with Maxwell going back into the lead and pulling further away from the field.

Four hours into the race, fatigue and pumped-up arms became a factor, but Myerscough and Maxwell kept up their steady all-out pace without faltering. Myerscough took over riding the bike with 45 minutes left and continued on to take the checkered flag for the win.

Results

BEG/NOV: 1. Pam/Bennett/Rodke; 2. Mitchell/Atkins/Davies; 3. Eddinger/Anderson; 4. Fishburn/Fishburn/Scott; 5. Webb/Amaroso/Parson.

VET NOV/BEG: 1. Peterson/Bagir; 2. Crump/Edminston; 3. McGuire/Dunlap; 4. Novisoff/Kurkowski; 5. Salley/Hodel/Salmans.

EX/AM: 1. Ridgeway/Morton; 2. Pitzonka/Herman/Decker; 3. Hunter/Farrell/Wolfe; 4. Barker/Hanks/Eckman; 5. Hopkins/Raleigh/Hopkins.

VET EX/AM: 1. Myerscough/Maxwell; 2. McKay/Jackson; 3. Cummins/Clements/Dalton; 4. Chad Blough; 5. Alan Kent.

BUSINESS: 1. Martin/Reese/Duncan; 2. Rees Jr./Baldwin; 3. Tobocub/Cheffins/Middleton; 4. Barnum/Manniquez; 5. Greenberg/Hampson/Rendahl.

FAMILY: 1. Team Trubey; 2. Lander/Glanders; 3. McBride/Larson/Bess; 4. Team Wallace; 5. Kinney/Day.

Dupree, Holt dominate Barona Short Track

By Homer Eubanks

RAMONA, CA, SEPT. 24

John Dupree and Brad Holt have once again dominated the banked 1/6-mile dirt oval at Barona Speedway.

Dupree managed to win both his 500cc heat and main events but had to eat some dust from Johnny Fuerst in the first go-around. Fuerst was first off the line and exited turn two in charge, then held the position for three laps. Once Dupree found the inside line on Fuerst, however, it was all over.

In the main event, Dupree was fastest off the line both times. C.R. Phillips lost control before one lap ended, and a restart gave Dupree yet another chance to demonstrate his quick starts. Once racing got underway it was Dupree all the way.

Off-road star Rob Nolin traded in his buggy for a 250cc Yamaha for the evening and was quick off the line in the 250 heat, but he went wide enough exiting turn two to allow Holt to slip by. Nolin held second in the heat and earned a third in the main. Holt stuck like glue to the blue groove and weaved his way through traffic in both races to score the wins.

Results

500: 1. John Dupree; 2. Johnny Fuerst; 3. John Garcia; 4. Jeff Neeley; 5. Rick Anders.

250: 1. Brad Holt; 2. Curt Moore; 3. Rob Nolin; 4. Steve Corby; 5. Shawn Ireland.

Chester, Rand top Muddy Creek/MSR day Motocross

By Sam Gammon

BLOUNTVILLE, TN, OCT. 2

Jim Chester and Greg Rand earned top honors during round 14 of the Mega Series at Muddy Creek Raceway, which hosted over 390 riders for MSR Day.

Chester let everyone know right off the bat that he had big plans for the day as he holeshot the first 125cc Pro moto and led all the way to the checkered flag. He'd just made the switch from Yamaha to Suzuki for the '95 season and appeared to adapt to the new bikes very quickly.

Rand and Kris Swaney led Chester and Richard Prather off the start in the second moto. But on the second lap, Chester moved by

Swaney, who took a fall, and Lough charged into third. On the fifth lap, Rand started to fade, and Chester took advantage of the situation by passing for the lead and cruising to the win. Lough captured second on the last lap, dropping Rand to third for the moto.

Lough put a halt to Chester's plans for total domination by leading the 250cc Pro class off the gate in the first moto, but Hank Moree showed Lough a move as he cut a tight inside line and took the lead on lap two. Chester worked his way to third. Moree bobbed on lap five, and both Lough and Chester were by. Lough collected the win over Chester and Rand, who had worked his way to third.

Lough seemed to have the second moto covered also, but he got sideways on the approach to the finish-line jump and crashed out of the race. His crash left Rand in the driver's seat with Chester pushing for the lead, but Chester dropped his bike on the turn beside the start and finished up in fourth for the moto. Rand led the rest of the way, with Andre Pene finishing second over Moree. Rand's 3-1 scores were top for the class, followed by Chester's 2-4 and Pene's 5-2.

Results

125 D: 1. 1. Jason Smith (Yam); 2. Scotty Moyers (Kaw); 3. David Buis (Hon); 4. Charlie Laymon (Hon); 5. Jeff Halsey (Kaw).

60: 1. Joshua Summey (Suz); 2. Jeff Fields (Kaw); 3. J.R. Carter (Kaw); 4. Kevin Stone (Kaw); 5. Danny Kelsey (Kaw).

80 D: 1. James Henry (Yam); 2. Tanner Jones (Yam); 3. Zack McCoy (Hon); 4. Thomas Wheeling (Yam); 5. Jacob Saylor (Kaw).

25+ A: 1. Michael Andrews (Suz); 2. Ron Jones (Hon); 3. Aaron Bolinger (Yam); 4. Brian Justice (Suz); 5. James Hayes (Hon).

125 B: 1. Tyler Carr (Hon); 2. John Boruff (Hon); 3. Tracy Barnett (Suz); 4. Chris Bault (Suz); 5. Andy Caldwell (Suz).

250 D: 1. Gerald Fulbright (Suz); 2. Jeff Hill (Yam); 3. Craig Greer (Kaw); 4. Nathan Scism (Hon); 5. Steven Holcomb (Kaw).

125 C: 1. Kurt Sims (Kaw); 2. Jason Sain (Hon); 3. Rodney Wise (Suz); 4. Nick Turner (Suz); 5. Grady Shehan (Yam).

SCHBY: 1. Charley Keplinger (Suz); 2. Nick Turner (Suz); 3. Jon Boruff (Hon); 4. Brad Edwards (Suz); 5. Ben Riddle (Kaw).

5/5R: 1. Rick Oxley (Hon); 2. Johnny Gibson (Yam); 3. Terrell Welborn (Suz); 4. Rock White (Suz); 5. Gale Flenor (Hon).

48+ 1. Terrell Welborn (Suz); 2. Chris Shortridge (Hon).

30+ C: 1. Joey Singleton (Hon); 2. Rick Oxley (Hon); 3. Andy Locke (Kaw); 4. Rocky Montoya (Yam); 5. Gary Reynolds (Kaw).

30+ A: 1. Ron Jones (Hon); 2. Larry Harrison (Suz); 3. Donnie Foster (Hon); 4. Willis Grooms (Hon); 5. Tim Jennings (Kaw).

U/L AM: 1. Tracy Barnett (Suz); 2. Jason Sain (Hon); 3. Stacy Barnett (Suz); 4. Chris Bault (Suz); 5. Lee Williams (Kaw).

50 (4-6): 1. Blake Horne; 2. Jordan Oxley; 3. Ryan Wooden; 4. Jake Posey (Suz); 5. Corey Strickland (Yam).

50 (7-8): 1. Rob Wooden (Yam); 2. Cody King (Suz); 3. Chase Jones (Yam); 4. Brandon Greene (Kaw); 5. Timothy Horne (Yam).

125 PRO: 1. Jim Chester (Suz); 2. Chad Lough (Suz); 3. Gregory Rand (Suz); 4. Andre Pene (Suz); 5. Mike Nutter (Yam).

25+ B: 1. Larry Sparks (Hon); 2. Chris Rose (Yam); 3. Lee Williams (Kaw); 4. Samuel King (Hon); 5. Randall Rowe (Hon).

JR MINI: 1. Jeff Gibson (Kaw); 2. Joshua Summey (Suz); 3. Ben Riddle (Kaw); 4. J.R. Carter (Kaw); 5. Joshua Bault (Suz).

SR MINI: 1. Paul Justus (Yam); 2. Jon Monk (Hon); 3. Hans Neel (Suz); 4. Steven Hatcher (Yam); 5. Nicholas Burns (Hon).

OPEN AM: 1. Ron Jones (Hon); 2. Larry Sparks (Yam); 3. Paige Hilliard (Suz); 4. Tony Smith (Hon); 5. David Whitson (Hon).

25+ C: 1. Joey Singleton (Hon); 2. Albert McCoy (Yam); 3. Bobby Ousley (Kaw); 4. Jimmy Pitcock (Suz); 5. Jeff Tomlinson (Suz).

250 PRO: 1. Gregory Rand (Suz); 2. Jim Chester (Suz); 3. Andre Pene (Suz); 4. Hank Moree (Suz); 5. Mike Nutter (Yam).

30+ B: 1. Michael Taylor (Hon); 2. Brian Graham (Kaw); 3. Mike Howard (Yam); 4. Tommy Hayes (Suz); 5. Don Venable (Hon).

250 B: 1. Stacy Barnett (Suz); 2. Tyler Carr (Hon); 3. Joseph Prater (Yam); 4. Randall Rowe (Hon); 5. James Ryan (Suz).

250 C: 1. Kurt Sims (Kaw); 2. Justin McCoy (Yam); 3. Jerry Morrow (Suz); 4. Gary Hinkle (Yam); 5. Mark Butler (Hon).

Qualifiers and consolation races had to be run in the 125cc C and 250cc C classes with Kawasaki-mounted John Clendenin winning overall in both classes. The third moto of the day was the 250cc A class which turned into a dog fight between the Lineman Cycle Yamaha of Shane Slother and Cumberland Kawasaki-backed Jeff Yentzer. These two riders set a pace that the two young upstart "A" riders of Josh Sweat and J.D. Collins just couldn't match. The second 250cc A moto saw Slother and Yentzer up front again, this time in front of Greg Krinebrook with Slother taking the overall.

In the 125cc A class action it was all Slother in the first moto but a flat tire held him to a second-moto fourth place. Enough for second overall for the day, Yentzer had some problems in both 125cc A motos saying that the combined start with the Vet A riders made it hard to cut through the Vet riders, who were all on 250s.

Young Gene Stull extended his win streak in the series to eight in a row taking his Action Kawasaki/Suzuki sponsored-KX60 to the over-



all win in the 60cc class and then piloting an RM80 to two moto wins in the 80cc (7-11) class.

Results

50 P/W: 1. Jimmy Chappell (Yam); 2. Broc Hepler (Yam); 3. Casey Robinson (Yam); 4. Bryan Emery (Yam); 5. Broc Fallas (Yam).

65: 1. Gene Stull (Kaw); 2. Calvin Kent (Kaw); 3. Broc Hepler (Kaw); 4. Luke Kurtz (Kaw); 5. Michael Sigmund (Kaw).

80 (7-11): 1. Gene Stull (Suz); 2. Brad McClellan (Kaw); 3. Larry Rust (Yam); 4. Calvin Kent (Kaw); 5. Alan Puskari (Suz).

80 (12-13): 1. Jeremy Brown (Kaw); 2. Chango Pearce (Yam); 3. Terry Szanka (Kaw); 4. Daniel Pastor (Hon); 5. Robert Stock (Suz).

80 (14-15): 1. Steven Onisko (Yam); 2. Christopher Panucci (Kaw); 3. Mark Klingensmith (Hon); 4. Michael Barto (Suz); 5. Michael Babroski (Yam).

S/MINI: 1. Michael Babroski (Yam); 2. Joe Shane (Kaw); 3. Ryan Puskari (Suz); 4. Brad McClellan (Kaw); 5. Duane Evans (Yam).

SCHBY: 1. Ronny Robinson (Suz); 2. Brock Sellards (Kaw); 3. Steve Reasor (Suz); 4. Mark Klingensmith (Hon); 5. Jeremy Brown (Kaw).

CLGBY: 1. John Natalie Jr. (Suz); 2. Scott Oiler (Yam).

125 A: 1. Josh Sweat (Kaw); 2. Shane Slother (Yam); 3. Michael Lauster (Suz); 4. J.D. Collins (Kaw); 5. Chad Sanner (Kaw).

125 B: 1. Brock Sellards (Yam); 2. Ronny Robinson (Suz); 3. Johnny Onisko (Hon); 4. Henry Coninsky (Hon); 5. Justin Paris (Hon).

125 C: 1. John Clendenin (Kaw); 2. Matt Aubele (Kaw); 3. Joseph Mucci (Hon); 4. Josh Graeff (Hon); 5. Daniel Frkuska (Kaw).

250 A: 1. Shane Slother (Yam); 2. Jeff Yentzer (Kaw); 3. Gregory Kreinbrook (Yam); 4. J.D. Collins (Kaw); 5. Michael Lauster (Suz).

250 B: 1. Michael Hill (Kaw); 2. Todd Streit (Suz); 3. Fred Turjan (Suz); 4. Shane Shipley (Kaw); 5. Harley McCracken (Suz).

250 C: 1. John Clendenin (Kaw); 2. Frank Morris (Yam); 3. Jeffery Kania (Hon); 4. Charles Ellis (Hon); 5. Dale Slabaugh (Suz).

A: 1. Kerry Puffiburger (Hus).

B: 1. Edward Mihoces (Hon); 2. Michael Stelmack (Hon); 3. David Fox (Kaw); 4. Mike Catanzaro (Hon); 5. Matthew Cempa (Hon).

C: 1. Wayne Schroeder (Kaw); 2. Rodger Varley (Hon); 3. James Pihou (Hon); 4. John Dudash (Hon).

VET A: 1. Mark Garrison (Yam); 2. Lynn Kirkland (Yam); 3. James Queen (Hon); 4. Ken Frankenberry (Hon); 5. Thomas Mer-shimer (Yam).

VET B: 1. Stanley Talago (Yam); 2. Edward Mihoces (Yam); 3. Bill Croner (Yam); 4. Bink Gross (Suz); 5. John McConnell (Yam).

25+ 1. Brian Tremblay (Hon); 2. Mark Garrison (Yam); 3. Chris Durham (Yam); 4. Todd Streit (Suz); 5. Kevin Anton (Hon).

SR 40+ 1. Blaine Duecater (Kaw); 2. Skip Stewart (Kaw); 3. Don Knoch (Hon); 4. John Miller (Suz); 5. Henry Hauestien (Hon).

VINT: 1. Bill Croner (Hon); 2. James Stanley (Yam); 3. Robert Marshall (Suz).

GREENE, ME, SEPT. 24-25

John Dowd was on hand to dominate the Saturday 125cc Expert class during Silvercup at Bull Run MX, for the first of what many hope will be an annual NESC event.

Seconds after the gate dropped on Saturday's first 125cc Expert moto Dowd must have wondered if riding with his old NESC buddies at one of his favorite New England tracks was really worth racing in the relentless rain. Before the first turn, the National number 16 had been peeled off his Yamaha near the front of the pack and tossed into the drain.

After getting bounced around in the mud, he restarted, from last, absolutely on fire. Within the first half of the 20-minute-plus-two-lap moto, Dowd had passed over 20 riders to move into fifth behind Jason Boron.

While the battle up front between Mike Treadwell and Bill Dzielak got dicey, Dowd reeled them in. With four laps remaining, Dowd relentlessly hunted down Treadwell, then Dzielak, passing the leader on the infield jump. His lead lasted only two quick turns before he slid into the retaining tires, allowing Dzielak to slip past. Dowd blasted onto the track in front of Treadwell to maintain second. Dzielak's Honda then began overheating and misfired ominously. Dowd throttled past to take the checkered flag with a bike length to spare.

Dowd started seventh in moto two, while NESC points leader Scott Carter grabbed the holeshot. Treadwell was soon running second, and he reeled in Carter, trying to pass wide.

John Dowd (right) returned to his old stomping grounds, survived the heavy mud and dominated the Silvercup MX at Bull Run.

Treadwell grabbed a big handful of throttle to pass Carter for the lead on the outside, but Dowd was now on his rear tire. Dowd and Treadwell battled up front, Dowd making his moves in the corners, with Treadwell closing the door. Dowd finally got around Treadwell and opened a big lead.

With two laps remaining, Treadwell began to catch Dowd, who struggled with his goggles and finally took them off when Treadwell had closed the gap to 100 yards. With only one lap remaining, Dowd and Treadwell entered the drop-off separated by less than 10 bike lengths. But Dowd retained the lead and rode unchallenged the final lap.

Results

Saturday

50: 1. Brian Bagley (Yam); 2. Corey Silva (Itj); 3. Travis Steward (Yam); 4. Josh Jones (Yam); 5. Thomas McGee (Yam).

65: 1. Tyler Merrifield (Kaw); 2. Trenton Estes (Kaw); 3. Jim Cournoyer (Kaw); 4. Jeremy Morrison (Kaw); 5. Donald Parsons (Kaw).

85 C: 1. Kevin Komosa (Suz); 2. Brandon Brooks (Hon); 3. Josh King (Kaw); 4. Dennis McGuck (Kaw); 5. Mike Corbett (Yam).

85 B: 1. Jeff Cook (Yam); 2. John Carroll (Yam); 3. Matthew Boron (Kaw).

125 C: 1. Dan King (Kaw); 2. Paul Fournier (Hon); 3. Joseph Pelezar (Suz); 4. Kevin Lyette (Hon); 5. Jeff Lizotte (Hon).

125 YTH A: 1. Shane O'Conner (Suz); 2. David Cobb (Suz); 3. Brent MacIntyre; 4. Keith LaBonne (Suz).

125 YTH B: 1. Michael Banks (Yam); 2. Matt Charron (Suz); 3. Jeff St. Pierre (Suz); 4. Bryan Cournoyer (Yam); 5. Vincent Deledda.

125 Youth C: 1. Derek Salsbury (Kaw); 2. Chris Eaton (Suz); 3. Gregory Dockham (Yam); 4. Michael Edwards (Suz).

125 B: 1. Michael Banks (Yam); 2. Shawn Quagliovoli (Kaw); 3. Peter Merwin (Suz); 4. Chris Leighton (Suz); 5. Adrian Colon (Hon).

125 A: John Dowd (Yam).

200 B: 1. David Boisvert (Suz); 2. Chris Wimpfheimer (Hon); 3. William Mumler (Hon); 4. Tim Christianson (Suz); 5. Charles Murin (Suz).

OPEN AM: 1. William Mumler (Hon); 2. Ben Donnarrama (Hon); 3. Eric Frizzell (Kaw).

30+ A: 1. Wemyss Scott (Yam); 2. Joe Mikalson (Hon); 3. John Camelio (Hon); 4. James Meenan (Suz); 5. Tim Teves (Hon).

30+ B: 1. Mark Dubel (Yam); 2. Joseph Defilippi (Suz); 3. Tom Landry (Kaw); 4. James Sprague (Hon); 5. John Becker (Yam).

30+ C: 1. Ronald Esjardins (Kaw); 2. Cory Bannister (Kaw); 3. John Mickles (Hon); 4. David Pratt (Hon).

35+ A: 1. Wemyss Scott (Yam); 2. James Meenan (Yam); 3. Nicholas Duprey (Kaw); 4. Tim Thomson (Yam).

35+ B: 1. John Becker (Yam); 2. Bill Donaghy (Suz); 3. Donald Parson (Yam).

40+ 1. John Delgrosso (Kaw); 2. Gary Mikalson (Hon); 3. Merle Monroe (Hon); 4. Jeffrey Morton (Hon); 5. Frank Lajennesse (KTM).

Sunday

50: 1. Bryan Bagley (Yam); 2. Corey Silva (Ita); 3. Benjamin Batchelder (Yam); 4. Travis Steward (Yam); 5. Ryan Desgrosier (Hon).

65: 1. Jeremy Morrison (Kaw); 2. Trenton Estes (Kaw); 3. Tyler Merrifield (Kaw); 4. Jim Cournoyer (Kaw); 5. Brad Jaheson (Kaw).

85 C: 1. Josh King (Kaw); 2. Kevin Komosa (Suz); 3. David Aaskov (Yam); 4. Andy Neureuther (Kaw); 5. Mike Corbett (Yam).

125 YTH A: 1. Shane O'Conner (Suz); 2. David Cobb (Suz); 3. Keith LaBonne (Suz).

125 B: 1. Brent McIntyre (Hon); 2. Michael Banks (Yam); 3. Vincent Deledda (Yam); 4. Bryan Cournoyer (Yam); 5. Jeff St. Pierre (Suz).

125 C: 1. Dan King (Kaw); 2. Nicholas Fantini (Kaw); 3. Gregory Dockham (Yam); 4. David Aaskov (Yam); 5. Chris Eaton (Suz).

125/200 CHALLENGE: 1. Chris Leighton (Suz).

200 A: 1. John Dowd (Yam).

Boehlke blasts Willmar ST

By Tim McBride

WILLMAR, MN, SEPT. 17

Kurt Boehlke became the fifth different racer of the season to score a win in what has been an ultra-competitive 600cc Pro-Am class during the seventh round of the Omar's Gopher Racing, District 23 dirt track championship series at the Kandiyohi County Fairgrounds.

After crashing in the 500cc Pro-Am final, a rejuvenated Boehlke returned for the 600cc Pro-

EVENTS



The Vintage Single class main prepares to leave the line during the VDTRA Dirt Track National at the Kandiyohi Fairgrounds. Mark Robinson (5) won the event.

Am final with somewhat of a vengeance. From the pole position, the Larson's Cycle/M.D. Boehlke Trucking/General Engineering/JRG Performance/C&B Auto/Chuck Loneman/Lou's Leathers/White Bros.-sponsored Boehlke grabbed the holeshot and thundered to an uncontested flag-to-flag victory. Behind him the battle for second raged between Longcor and Randy Triplett. Triplett took the position from Longcor as the duo crossed the line on the white-flag lap, but slid wide in the next turn giving the runner-up spot back to Longcor for good. Billy Hoffmister and Eric Brouhard raced to fourth- and fifth-place finishes, respectively.

In 500c Pro-Am heat action, 250-mounted Verdeen Langland edged Boehlke to earn the pole position for the main event. At the start Boehlke grabbed the holeshot and led Kenton Longcor, Langland, Bob Anderson, Peter Tapkin, Eric Brouhard and Mike Lalley down the back chute. By the third go-around, the trio of Boehlke, Longcor and Langland broke away from the pack. Boehlke remained in charge while Longcor and Langland repeatedly exchanged the second-place spot. The action was hot throughout the race and it finally reached a boiling point on the last lap when Longcor pulled to the inside of Boehlke in turn three in his bid for the lead. That's when the law of physics came into play (two objects cannot occupy the same place at the same time). The end result was Boehlke going down. Longcor went on to win.

Elizabeth "Bitsy" Kantor, doubled up by winning both the 125 and 250cc B classes. With only two rounds remaining, Kantor holds a comfortable championship point margin in both divisions. Lee Mies Jr. won his first race of the year during the Micro Mini class heat race. Andrew Larson, however, went on to win in the main event ahead of Mies, Matthew Crandell and Alex Gardner.

Results

600 PRO-AM: 1. Kurt Boehlke; 2. Kenton Longcor; 3. Randy Triplett; 4. Bill Hoffmister; 5. Eric Brouhard.
500 PRO-AM: 1. Kenton Longcor; 2. Verdeen Langland; 3. Bob Anderson; 4. Peter Tapkin; 5. Eric Brouhard.
50: 1. Andrew Larson; 2. Lee Mies Jr.; 3. Matthew Crandell; 4. Alex Gardner.
65: 1. Anthony Gardner; 2. Troy Johnson.
85: 1. C. J. Beving; 2. Keegan Iverson; 3. Verlon Langland; 4. Danielle Beving; 5. Adam Malecek.
125 B: 1. Bitsy Kantor; 2. Morgan Beving; 3. Curtis Sullivan; 4. C.J. Beving.
250 B: 1. Bitsy Kantor; 2. Trent Feltman; 3. Tim McBride; 4. Morgan Beving; 5. Curtis Sullivan.
OPEN B: 1. Lee Fealey; 2. Steve Hill; 3. Marty Mataya; 4. Dave Koch; 5. Dave Jenkins.
40+: 1. Bill Snyder; 2. Dave Koch; 3. John Sutherland; 4. Chuck Beving; 5. Matt Mattson.
30+: 1. Steve Hill; 2. Lee Fealey; 3. Marty Mataya; 4. Dave Jenkins; 5. Dave Koch.
NOV: 1. Curtis Sullivan; 2. Bob Schugel; 3. Mark Doner; 4. John Morris; 5. Martin Leir.

Foley fast at Dade City MX

By Kyle Myers

DADE CITY, FL, SEPT. 25

Having not competed since the Amateur Nationals at Loretta Lynn's, Kevin Foley dusted off his bike and posted a four-moto sweep of the 25+ and 30+ classes at round two of the AMA/World Sports Florida Gold Cup Series at Dade City Raceway.

In the first 30+ moto, Jon Ortner grabbed the

lead with Foley, Rick Perry, Ron Dobbs and Wyn Kern in tow. As the 26-rider field entered the back section, Foley and Ortner got set to do battle. Foley slipped by Ortner to take over the point position. While Foley and Ortner battled, Dobbs motored by Perry for the third spot. Kern and John Lundy tangled in a turn with both riders hitting the dirt and moving Mark Beamer into fifth.

Foley, on his Team Green/Shoei/Oakley/Dunlop/FMF/Performance Engineering/Renthal/Kawasaki of Ocala-backed machine opened up a three-second lead by the halfway point. Perry repassed Dobb as the white flag appeared, and Tim Eggers pressured Beamer for fifth. Foley crossed the finish line with six seconds to spare over Ortner, Perry and Dobb. Beamer and Eggers entered the final turn side by side, and as they crested the finish-line jump the two riders hit in the air, causing Beamer to go down and lose the fifth position to Eggers.

The second-moto start was a repeat of moto one, with Ortner leading the way and Foley, Dobb and Lundy giving chase. After entering from the back section on the opening lap, Foley was all alone out front with Dobb and Lundy following. Ortner was down on the track and didn't finish the race. David Small was holding down the fourth spot, until Beamer and Eggers made their way by. Foley cruised to a 15-second win over Dobb and Lundy. Beamer and Eggers battled all moto with Beamer holding on to capture fourth ahead of Eggers.

Results

P/W (4-6): 1. Marisa Hampshire; 2. Kyle Orr (Yam); 3. Michael Lozaw (Yam); 4. Ricky Renner (Yam); 5. Mike Patterson (Yam).
P/W (7-8): 1. Kyle Williamson (Itj); 2. Barrett Smith (Yam); 3. Zack Lundy (Yam); 4. Forrest Smith (Yam); 5. Philip Hewett (Yam).
65 (7-11): 1. James Stewart (Kaw); 2. Troy Adams (Kaw); 3. Ryan Davis (Kaw); 4. Paul Perebijnos (Kaw); 5. Travis Britt (Kaw).
85 (7-11): 1. Kyle Farnell (Yam); 2. Tyson Hadsell (Suz); 3. Troy Adams (Suz); 4. Jason Bell (Suz); 5. Josh Baker (Suz).
85 (12-13): 1. Jeremy Shuttleworth (Yam); 2. Jessie Ballard (Suz); 3. Andrei Boloni (Suz); 4. Jon Bowman (Yam); 5. Tim Bantle (Kaw).
85 (14-15): 1. Ray Hansen (Kaw); 2. Kevin Carter (Yam); 3. Vincent Deuval (Yam); 4. Jesse Adams (Yam); 5. Cory Willet (Kaw).
S/MINI: 1. Jessie Ballard (Suz); 2. Kyle Farnell (Yam); 3. Tyson Hadsell (Suz); 4. Andrei Boloni (Suz); 5. Jon Bowman (Yam).
(12-15) YTH: 1. Adam Rake (Hon); 2. Darren McElhattan (Suz); 3. Brad Cannon (Kaw); 4. Dan Newberry (Hon); 5. Ray Hansen (Kaw).
16-24: 1. Anthony Pocarobba (Suz); 2. Jason Dodds (Yam); 3. Jeff Neilander (Hon); 4. Scott Lamb (Hon); 5. Jason Metz (Hon).
125 A: 1. Anthony Pocarobba (Suz); 2. Paul Currie (Kaw); 3. Andrew DeSpain (Hon); 4. John Vangilder (Yam); 5. Jason Brown (Hon).
125 B: 1. Jarrett Tipping (Suz); 2. Scott Lamb (Hon); 3. Jason Metz (Hon); 4. James Joiner (Hon); 5. Adam Rake (Hon).
125 C: 1. James McCormick (Suz); 2. Wayne Schaffer (Suz); 3. Todd Wichter (Hon); 4. David Duchaine (Kaw); 5. Lee Welker (Suz).
250 A: 1. Paul Currie (Kaw); 2. Anthony Pocarobba (Suz); 3. Gene Naumec (Yam); 4. Ricky Hampshire (Hon); 5. Chris Brown (Suz).
250 B: 1. Rod Funnell (Kaw); 2. Kyle Kopachnik (Suz); 3. Mike Wilshaw (Yam); 4. Jarrett Tipping (Suz); 5. Bobby Moriarty (Kaw).
250 C: 1. Lee Duchscher (Kaw); 2. Kirk Layfield (Yam); 3. Brian Merrick (Hon); 4. Robert Armstrong (Yam); 5. Ryan MacNeal (Hon).
25+: 1. Kevin Foley (Kaw); 2. Lee McIlvaine (Yam); 3. Tim Eggers (Suz); 4. Bryan Abel (Hon); 5. Ron Dobbs (Hon).
30+: 1. Kevin Foley (Kaw); 2. Ron Dobbs (Hon); 3. John Lundy (Yam); 4. Mark Beamer (Suz); 5. Tim Eggers (Suz).
35+: 1. Dell Miller (Kaw); 2. Jeff Hughes (Kaw); 3. Kyle Talent (Suz); 4. Robert Armstrong (Yam); 5. Les Burnside (Hon).
40+: 1. David Johnson (Yam); 2. Woody Strickland (Yam); 3. Tom Paggio (Hon); 4. Charles Kiesel (Kaw); 5. John Logston (Yam).
50+: 1. John Logston (Yam); 2. Charle Lehing (Hon); 3. Alfred Claisse (Suz); 4. Rufus Sallas (Hon); 5. Guy Saccie (Kaw).
OPEN B/C: 1. Paul Sparks (Hon); 2. Roy Dean (Yam); 3. Andy McElroy (Hon); 4. Rudy Savelli (Hon); 5. Brent Windland (Hon).
PRO: 1. Anthony Pocarobba (Suz); 2. Gene Naumec (Yam); 3. Ricky Hampshire (Hon); 4. Josh Latina (Kaw); 5. Kenny Yoho (Suz).

Fiscel fast at Willmar Vintage Short Track

By Tim McBride
Photo by Linda Eastlee

WILLMAR, MN, SEPT. 17

Rick Fiscel scored a runaway win in the 750cc Pro Twin class during the Omar's Gopher Racing-promoted Vintage Dirt Track Riders Association National at the Kandiyohi County Fairgrounds 3/8-mile oval.

Fiscel's heat race win earned him the pole position for the 750cc Pro Twin main event. The final was a duplicate for Fiscel, as he charged to the checkers for the win virtually uncontested. Matt George bettered his heat race performance by one position, finishing in second place ahead of Dave Barkley. Steve Boggs and Tom Laird were fourth and fifth, respectively, while Mark Robinson nursed his misfiring machine home for sixth.

In a rematch of the V.D.T.R.A. National held a few weeks ago in Howard Lake, the Vintage Single class saw Robinson and Tim Gregory engage in what had to be one of the most popular races of the evening. After the start, Gregory lead the way for the first three laps before being passed by Robinson. Gregory would continue to assume the lead in the corners, but was at a horsepower disadvantage on the straights as Robinson would strike back. The race-long battle was certainly a crowd pleaser, with Robinson nipping Gregory at the wire for the win. Eastlee finished a close second, with Snyder and Charlie Langland rounding out the top five.

Steve "The Thrill" Hill scored his fourth Twin Amateur class victory of the year with a strong performance. Eastlee finished a comfortable second well ahead of a close race for third between Mike Zbrozek and Clark Beal. Zbrozek finally landed the position from Beal with Joel Gulbranson and Joe Blackwell rounding out the field.

The 50+ class heat winner Barkley, came back to score the win in the main event with Boggs in hot pursuit. Bob Ives and Robert Battin settled for the third and fourth positions.

Results

PRO TW: 1. Rick Fiscel; 2. Matt George; 3. Dave Barkley; 4. Steve Boggs; 5. Thomas Laird.
AM TW: 1. Steve Hill; 2. James Eastlee; 3. Mike Zbrozek; 4. Clark Beal; 5. Joel Gulbranson.
50+: 1. David Barkley; 2. Steve Boggs; 3. Bob Ives; 4. Robert Battin.
SGL: 1. Mark Robinson; 2. Tim Gregory; 3. James Eastlee; 4. Bill Snyder; 5. Charlie Langland.
250: 1. Tim McBride; 2. Bill Snyder; 3. James Eastlee; 4. Dennis Melcher; 5. Robert Battin.

Baird shows fangs at Starwest Motocross

By David A. Procida

MORENO VALLEY, CA, SEPT. 17

Kyle Baird put in a strong second-moto showing to take the overall victory in the 250cc Beginner class at the Starwest Racing facility's "Saturday Night under the Stars Series."

In the first moto, Vic Tashjian stormed out of the gate aboard his YZ250 to grab the holeshot. His moment in the sun was just that, as Chuck Clark railed the outside line in turn two and launched his Suzuki RM250 over the "launcher" to take away the lead. Brian Carino followed Clark's line around Tashjian and began to close on the Suzuki rider when the front end of his Honda washed out dropping him back into the masses.

While Clark was extending his lead, Whiteford was running a solid second when Baird came charging up through the ranks. He challenged the Kawasaki rider as the pair charged the back straightaway, and when they emerged from behind the "Phantom Corner," Baird was second.

Up front, Clark went on to take the checkered, with Baird a distant second and Nelson charging from the back of the pack up into third. Newman was fourth, and Whiteford held on to the number-five position.

When the gate fell to start off the second moto, Nelson timed its fall perfectly to lead the pack into the first turn, but it was Baird sweeping in from the outside to lead the horde of riders up to turn two. Clark was in good position in third.

Baird headed the pack all the way down the back straightaway and back out into view of the spectators. On the third lap Clark turned on the afterburners and outjumped Nelson on the big tabletop leading to the back straightaway to grab second from the Honda pilot.

Clark closed the gap on Baird as the pair approached the rockers. Baird stuck to the outside proven line while Clark went into the more challenging inside line, cased the second set of whoops and then landed on the face of the following dips off balance. He fell over, breaking off his clutch lever in the process.

Baird went on to go wire to wire this moto with Nelson hounding him all the way to the checkered flag. Newman was a few bike lengths behind in third with Kovak and Brian Carino rounding out the top five slots.

Results

P/W STK A: 1. J.R. Williams (Yam).
P/W STK B: 1. Michael Parker (Yam); 2. Nicholas Lopez (Yam); 3. Kelly Tedder (Yam).
P/W MOD B: 1. Michael LaPaglia (KTM).
P/W STK (4-8): 1. Danny Bartz (Yam); 2. Taylor Gilmore (Yam).
P/W STK (7-8): 1. Joseph Cates (Yam); 2. Greg Hendrickson (Yam).
60 (6-8): 1. Jason Medina (Kaw); 2. Tommy Cochran (Kaw); 3. Joshua Brown (Kaw); 4. Kevin Folgraiter (Kaw); 5. Donald Chol-lar (Kaw).
60 (9-11): 1. Jesus Castillos Jr. (Kaw); 2. Nick Alvarez (Kaw); 3. David Sullins (Kaw); 4. Brock Bolling (Kaw); 5. Matthew Colby (Kaw).
80 (0-11): 1. Chris Hunsinger (Suz).
80 (12-13): 1. Randy Clark (Yam).
80 (14-16): 1. Danny Carlson (Yam); 2. Clint LaPlante (Suz).
80 (12-16) BEG: 1. Jesus Castillos Jr. (Yam); 2. Steven Herfick (Hon); 3. Chad Gaumer (Kaw); 4. Jon Meyers (Kaw); 5. Josh Whiteford (Kaw).
80 B/W: 1. Chris Illustre (Kaw).
125 BEG: 1. Roy Pantoja (Yam); 2. Bruce Cordova (Hon); 3. Ryan Deitrich (Suz); 4. Trevor Stormer (Kaw); 5. Steve Tashjian (Hon).
125 NOV: 1. Dennis Turner (Yam); 2. Brandon Dahlgren (Yam); 3. Toby Lopez (Suz); 4. Eddie Fennels (Suz); 5. Kyle Fennels (Suz).
250 BEG: 1. Kyle Baird (Suz); 2. Dave Nelson (Hon); 3. Mark Newman (Suz); 4. Steve Kovak (Hon); 5. Erich Whiteford (Kaw).
25+ BEG: 1. Warren Stimpson (Suz).
30+ BEG: 1. Elmer Silflies (Yam); 2. Tom Dunham (Yam); 3. Richard Dean (Suz) 30+ INT: 1. Tony Feldhaus (Hon).
40+ NOV: 1. David Procida (Kaw).

Smith seizes OTHG Hollister Women's Motocross

By D. Matthews

HOLLISTER, CA, SEPT. 17

Sherlyn Smith rode hard and scored the victory in the Bay Area OTHG Women's National MX at the Hollister Hills OHV.

Moto one was holeshot by Debbie Matthews, who was nursing a torn elbow. The pursuing pack was relentless, hounding her at every turn, but Matthews used her experience to hold off the persistent charges of a determined Val Roberts. Roberts finally executed a beautiful inside pass to snatch the lead. This inflamed Matthews, and a real battle ensued.

Matthews tried to retaliate immediately, but was blocked at every attempt. Roberts led for the next three laps, hounded by Matthews, who finally faked outside and drove inside Roberts to retake the lead in a tight uphill turn.

Third place was held by Lydia Couch, followed by Susan Andrews, Sherlyn Smith and Heather Matthews. As Couch tried to stay with the leaders she fell, relegating herself to sixth. Smith took advantage, pounced, and took over third.

Debbie Matthews, led all but the last two laps, as her injuries became too much to bear, allowing Roberts to make the pass and score the moto victory. Debbie Matthews finished second, with Smith, Couch and Heather Matthews following.

For moto two, the battle lines were drawn. Roberts needed to beat Matthews, who also needed to win and hope her injury wouldn't stop her. Smith needed a win to force a tie and take the overall.

Debbie Matthews holeshot moto two and led almost every lap. Roberts kept up the pressure, pushing Matthews, trying to force the issue. Smith sat in third waiting for an opportunity. Opportunity knocked two laps from the end. Debbie Matthews still led with Roberts looking for a way around before falling victim to the heavily watered track. Smith passed the downed Roberts and set-after Matthews, who again was struggling with her injury. Smith passed Matthews over the back jump for the win, and Matthews again settled for second. Smith scored the overall victory by virtue of winning the second moto over Matthews.

Results

O/A: 1. Sherlyn Smith (Kaw); 2. Debbie Matthews (Kaw); 3. Val Roberts (Hon); 4. Lydia Couch (Hon); 5. Heather Matthews (Kaw).

Murphy lands Lakeside Motosport Motocross

By T.Q. Jones

BASTROP, TX, SEPT. 24

Will Murphy came back from a season-shortening injury to post the win in the 125cc Beginner class at Lakeside Motosport Raceway.

Murphy had been riding well this season, but broke his arm in practice at Lakeside seven weeks ago. Murphy decided to push his luck and rode the 125cc Beginner race a week before he was supposed to be back on a bike.

In moto one, Murphy jumped into second behind Raymond Hutto but lost it coming out of the turn after the first table jump and dropped all the way to eighth. By the time he got clear of the pack he could only manage second.

Murphy got two breaks in the second moto. In fourth place, hooked up with Troy Dean, he was unable to get by until Dean was blocked by a downed rider. Dean came to a near stop and Murphy went by on the inside. Hutto was having problems of his own and only managed sixth in the second moto, so Murphy got the overall win. Joel Rau rode well to finish fourth in the first moto and third in the second to get second overall. Hutto had to be content with third.

Chuck Reynolds and Keith McKenzie took turns dueling Josh Robinson in the 250cc Beginner class, with Steve Mason getting into the act in the second moto after finishing sixth in the first. Reynolds took the first moto on a Kawasaki, with Robinson's Yamaha in second. McKenzie joined Mason in having problems, but his Honda finished just ahead of Mason's Kawasaki in fifth.

McKenzie got the holeshot in the second moto and led into turn one, but he came out in third. Robinson blew by everybody and took the lead as the tight field came out of turn two. McKenzie moved from third to second at the end of the first lap, and he and Robinson pulled out a lead over the rest of the field. They finished 1-2, with Robinson getting the win.

Results

50: 1. Donald Rollings (Yam); 2. Jonathan Schneider (Yam); 3. Jason Sims (Yam); 4. Justin Taylor (Yam); 5. Brandon Cook (Yam).
60 BEG: 1. Joseph Barten (Kaw); 2. Colten Cook (Kaw); 3. Ryan Horton (Kaw); 4. Trey Chote (Kaw); 5. Stuart McHenry (Kaw).
60 JR: 1. Charlie Smith (Kaw); 2. Bradley Mikolas (Kaw); 3. Joshua Tuttle (Kaw); 4. Justin Sims (Kaw); 5. Jimmy Prado (Kaw).
80 BEG: 1. Philip Kollaja (Yam); 2. Luke Atkinson (Kaw); 3. Jamie Rau (Kaw); 4. B. J. Breeden (Yam); 5. Jordan Barten (Suz).
80 OPEN: 1. Kent Lawler (Kaw); 2. Harley Murphy (Yam); 3. Buzz Mayfield (Yam); 4. Chad Drummond (Yam); 5. Charlie Smith (Kaw).
80 JR/SR: 1. Harley Murphy (Yam); 2. Kent Lawler (Kaw); 3. Chad Drummond (Yam); 4. Buzz Mayfield (Yam); 5. Mark Olley (Kaw).

125 BEG: 1. Will Murphy (Yam); 2. Joel Rau (Kaw); 3. Raymond Hutto (Suz); 4. David Mosley (Suz); 5. Richard Jennings (Yam).

125 SCHBY: 1. Brian Johnson (Suz); 2. Brent Henry (Kaw); 3. Rob Arney (Suz); 4. Lee Zimmerman (Suz); 5. Wayne Hester (Yam).

125 NOV: 1. Jeff Morris (Suz); 2. Jeremiah Moore (Hon); 3. Pat Szabo (Hon); 4. Jeremy Ching (Kaw); 5. Jeff Meerdink (Hon).

125 OPEN: 1. Jeff Meerdink (Hon); 2. Pat Szabo (Hon); 3. Rob Arney (Suz); 4. David Mosley (Suz); 5. Scott Whittis (Kaw).

250 BEG: 1. Josh Robinson (Yam); 2. Chuck Reynolds (Kaw); Keith McKenzie (Hon); 4. Steve Mason (Kaw); 5. Raul Carrasco (Hon).

250 STOCK NOV: 1. Donny Jackson (Kaw); 2. Carter White (Kaw); 3. Ehren Frosch (Kaw); 4. Kevin Russell (Kaw); 5. Jesse James (Yam).

250 MOD NOV: 1. Donny Jackson (Kaw); 2. Rocky French (Hon); 3. Carter White (Kaw); 4. Darrin Cheatham.

25+ NOV: 1. Andy Thompson (Yam); 2. Kevin Russell (Kaw); 3. Jesse James (Yam); 4. Ehren Frosch (Kaw); 5. Will Cantrell (Hon).

25+ INT: 1. John Middleton (Yam); 2. Robert Tiemann (Hon); 3. Shawn Clevenger (Hon); 4. Sammy Rizzotto (Kaw); 5. Hank Hodes (Kaw).

30+ NOV: 1. Ronnie Taylor (Hon); 2. Andy Thompson (Yam); 3. Tom Higdon (Kaw); 4. Keith McKenzie (Hon); 5. Mark House (Yam).

30+ INT: 1. Sammy Rizzotto (Kaw); 2. John Middleton (Yam); 3. Hank Hodes (Kaw).

Rayborn III hot at Sears Point Road Race

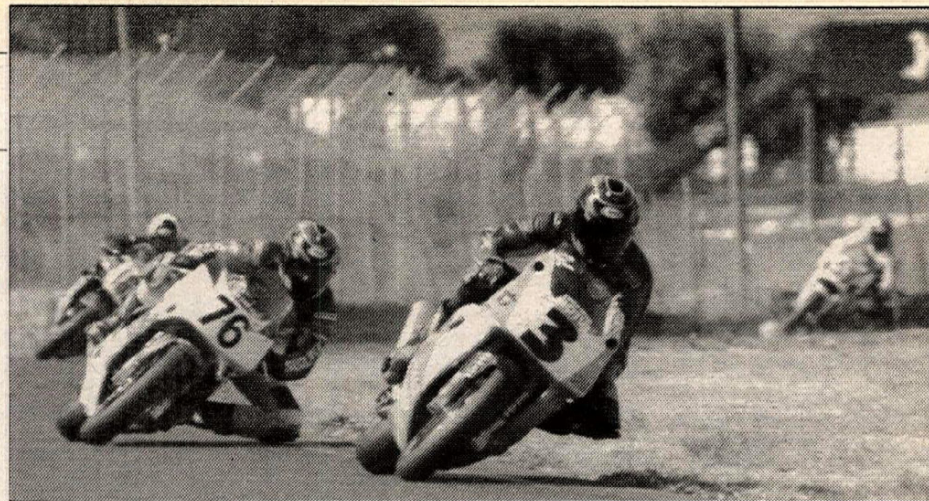
By Patrick E. Dickinson

SONOMA, CA, SEPT. 25

In his quest for the number-one plate in the AFM road racing series, Cal Rayborn III is looking to take the points lead from Brian Parriott, if his victory in the Formula Pacific event at Sears Point International Raceway is any indication.

From a third-place start, Rayborn III moved up to second by turn two, staying on James Randolph's rear tire all the way through seven. On the back side of the track, Rayborn III opened up his Cycle Gear-backed ZX7, showing its superbike power and building a one-second lead over Randolph's GSXR750, followed by Brian Parriott, Dave Stanton and Nick Felli.

Rayborn III was running a flawless race after a slight rear lockup in turn 11 on lap three, and he rode away from the remainder of the field,



leaving the race to Randolph, Stanton and the rest. Parriott was falling to the superior power of the larger bikes and could only watch as Felli went by into fourth behind the 1:45 pace set by Rayborn III.

Back in the pack, Ron Chiaratti on his Honda F2 fought for position with Warren Dunaway on his Yamaha 250. By the end of the race, Rayborn III was dipping into the low 1:45s with about a three-second lead over Randolph, while Felli was looking everywhere for a way past the team Valvoline Suzuki of Stanton right up until the end. Rayborn III took the checkered flag with a wheelie out of turn 11 and all the way down the drag strip.

Opening a lead from the start in the 650cc Twins event, Mike Summers pushed his Two Brothers Hawk into the lead over his main competitor Dave Colbert. Colbert took the lead alone after Summers laid his bike down. Colbert now had to deal with Brad Nevens and Dan Reeser as the three battled until Colbert slowly opened up a lead and got some room to breathe. Nevens rode a super-smooth race with Reeser just waiting for anywhere to pass. Heading into lapped traffic, Nevens had no time to look for Colbert, as Reeser closed up only to fall back slightly in the straights. Into turn 11 on the last lap, Reeser attacked the line, pulling past Nevens for second place behind winner Colbert.

Cal Rayborn III (3) continued his assault on the AFM number-one plate with a victory in the Formula Pacific class at Sears Point International Raceway.

Results

F-3: 1. Craig Avery (Hon); 2. David Colbert (Hon); 3. Fredrick Putt (Hon); 4. Wesley Grass (Hon); 5. Maurice Daroy (Hon).

250 SS: 1. Jeff Leggett (Yam); 2. Joe Carrillo (Yam); 3. Kenny Cohen (Yam); 4. Mark Anolik (Yam); 5. Travis Wolfe (Suz).

450 SS: 1. Robert Nunez (Yam); 2. Darrell Parker (Yam); 3. Jeff Short (Yam); 4. G.C. Celestre (Yam); 5. Rosslyn Wells (Yam).

F-40: 1. Michael Sunimers (Hon); 2. Dennis Doherty (Yam); 3. Fred Willink (Hon); 4. Bill Brickerhoff (Hon); 5. Charles Pettit (Hon).

OPEN GP: 1. Robert Mesa (Yam); 2. Mike Nissen (Hon); 3. Russell Plemondon (Yam); 4. Bob Siebenhaar (Hon); 5. Dennis Doherty (Yam).

F-2: 1. Jeff Leggett (Yam); 2. Dave Avery (Yam); 3. Wayne Montoya (Yam); 4. Gregory Prinsze (Yam); 5. Mark Schubert (Yam).

750 SS: 1. James Randolph (Suz); 2. Nicholas Felli (Kaw); 3. David Stanton (Suz); 4. Tim Blasquez (Suz); 5. Mike Smith (Suz).

F-SGL: 1. Bill Giltner; 2. Jody Hendley; 3. David Colbert (Rtx); 4. David Vogel (Hon); 5. Dan Cook (Yam).

F-PAC: 1. Cal Rayborn III (Kaw); 2. James Randolph (Suz); 3. David Stanton (Suz); 4. Nicholas Felli (Kaw); 5. Brian Parriott (Hon).

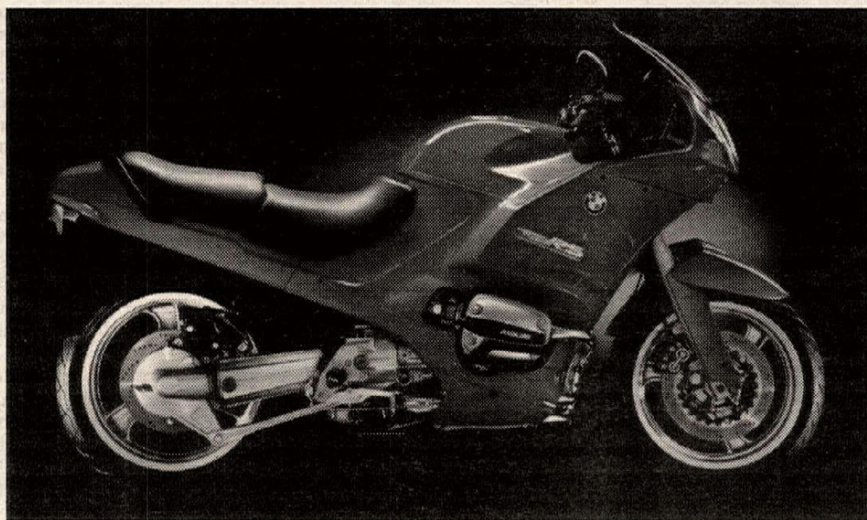
F-TW OPEN: 1. James Code (Duc); 2. Kurt Saber (Duc); 3. Tom Terry (Duc); 4. Pete Demas (H-D); 5. Mark Smith.

500 TW: 1. Ken Baer (Kaw); 2. Charles Price (Kaw); 3. Alan Kelso (Kaw); 4. Patrick Sehuetter (Kaw); 5. John Sweeney (Kaw).

VINT: 1. Kurt Mund (BMW); 2. Dave Russell (BMW); 3. Jim Neuenburg (H-D); 4. David Neal (Hon); 5. John Fountain (BMW).

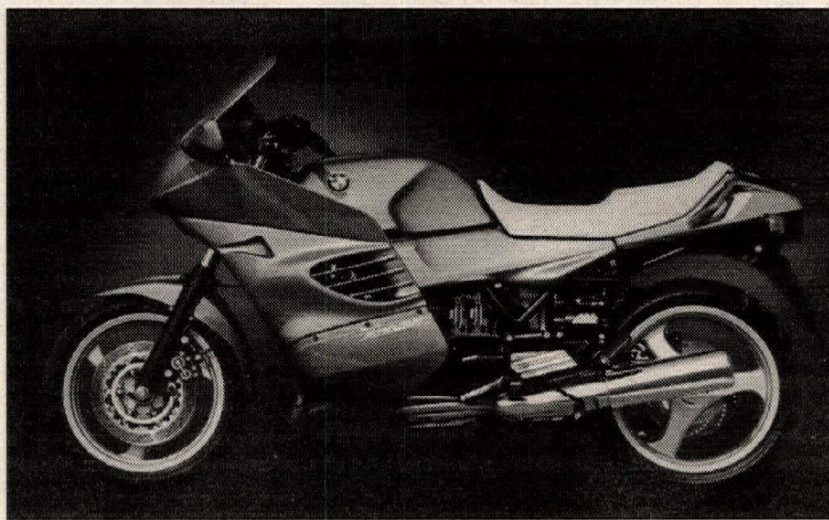
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Mike Chamberlain (95) gave Phil Lawrence (18) more than he could handle, as Chamberlain scored the 125cc Pro win at the Perris Raceway MX.

250 PROD: 1. Francis Mazur (Kaw); 2. Donald Sanchez (Kaw); 3. Thomas Dorsey (Kaw); 4. Terri Vogel (Kaw); 5. Barry Chalifour (Kaw).
450 PROD: 1. G.C. Celestre (Yam); 2. Paul Kellogg (Yam); 3. David Colyer (Yam); 4. Thomas Bolles (Yam); 5. Mike Spencer (Yam).

600 SS: 1. Brian Parriott (Hon); 2. David Francis (Hon); 3. Thomas Montano (Hon); 4. Ronald Chiaratti (Hon); 5. Billy Vassiliou (Hon).

OPEN SS: 1. James Randolph (Suz); 2. David Stanton (Suz); 3. Robert Mesa (Yam); 4. Russell Plemondon (Yam); 5. Glenn Filshie (Suz).

650 TW: 1. David Colbert (Hon); 2. Daniel Reeser (Hon); 3. Bradley Nevins (Hon); 4. Bill Brinkerhoff (Hon); 5. Jake Reeser (Hon).

F-1: 1. Robert Nunez (Yam); 2. Jeff Short (Yam); 3. Harley Barnes (Kaw); 4. Michael Riley (Hon); 5. Gregory Prinsze (Yam).

600 PROD: 1. Brian Parriott (Hon); 2. Dave Francis (Hon); 3. Thomas Montano (Hon); 4. Ronald Chiaratti (Hon); 5. Billy Vassiliou (Hon).

750 PROD: 1. Tim Blasquez; 2. Chris Beer (Hon); 3. John Salmon (Hon); 4. Tom Aquino (Suz); 5. Pat Ryan (Yam).

OPEN PROD: 1. Glenn Filshie (Suz); 2. Gary Jaehne (Hon); 3. Bob Siebenhaar (Hon); 4. Nord Anderson (Kaw); 5. Lamar Potts (Hon).

Beatty buckles down at Perris Motocross

By Tony Alessi

PERRIS, CA, SEPT. 25

Tim Beatty rode a very focused race and snared a double-moto sweep of the 125cc Intermediate class during round two of GFI Fall Series at Perris Raceway.

Beatty bagged the first-moto holeshot in the opening 125cc Intermediate race in front of Gabe Bolivar, Chris Cooley, Dean Van Riper and Mike Battista. Beatty was riding precisely during the opening laps and began to pull away. Beatty stretched his lead to over 10 bike lengths by the third lap, while Dean Van Riper worked past both Chris Cooley and Gabe Bolivar to take over second place.

Van Riper picked up the pace and began to chip away at Beatty's lead, closing to within two bike lengths of the leader by the final lap. Van Riper let it all hang out on the final circuit in an effort to take over the lead, but he almost got sucked off his motorcycle when his feet came off the pegs in a rutted, off-camber turn. Beatty cruised it home for the win, followed by Van Riper, Cooley, Bolivar and Josh Amaradio.

Beatty nailed down the holeshot for the second time during the all-important final moto with Glen Branson, Eric Schnell, Bolivar and Van Riper in tow. Like the first moto, Beatty opened up a lead early in the race, but Schnell moved to second and quickly made up the distance. Schnell dogged Beatty for the remainder of the moto, but a dragging right sideplate may have hindered him enough to keep him from making a move for the lead. At the finish line it was Beatty for the moto and overall win with Schnell, Cooley, Branson and Bolivar rounding out the top five.

Local Perris pros gave fits to "Factory" Phil Lawrence in both 125 and 250cc Pro classes where he finished no higher than second overall. The 125cc Pro Class was packed with a number of new rookie Pros including Ty Kady, Dustin Nelson, E.J. Wright and Travis Preston, all of whom mixed it up all day. When the dust settled it was Greg Schnell and his Pro Circuit Suzuki finishing first, while Lawrence picked up the runner-up position in front of Mike Chamberlain.

Results

50 F/T: 1. Matthew Tedder (Yam); 2. Chasen Tedder (Yam); 3. Ryan Holland (Yam).

50 BEG: 1. Erik Coleman (Yam); 2. Chaz Diesel (Yam); 3. Bryam Minter (Yam).

50 OPEN: 1. Michael Parker (Yam).

50 (4-6) STK: 1. Mike Alessi (Cob); 2. Ryan McClintock (Yam).

50 (7-8) STK: 1. Kyle Foltz (Yam); 2. Justin Wilson (Yam); 3. Ryan Piattoni (Yam).

60 F/T: 1. Justin Wilson (Kaw).

60 BEG: 1. Luis Miguel Jauregui (Kaw); 2. Andrew Renshaw (Kaw); 3. Tommy Cochran (Kaw); 4. Nicholas Wells (Kaw); 5. Tyson Burmeister (Kaw).

60 NOV: 1. Nick Alvarez (Kaw); 2. J.J. Hall (Kaw); 4. Jonathan Rose (Kaw); 5. Joe Anderson (Kaw).

80 F/T: 1. Anoy Pierce (Kaw); 2. Cody Stuart (Yam); 3. Mike Heron (Hon).

80 BEG: 1. Steve Herrick (Hon); 2. Brad Langston (Yam); 3. (Yam); 4. J.J. Hall (Kaw); 5. Derek Lee (Kaw).

80 NOV: 1. Dustin Ryley (Yam); 2. Casey Gould (Yam); 3. Michael Sleete (Yam); 4. Chris Rogers (Suz); 5. Randy Clark (Yam).

80 INT: 1. Danny Carlson (Yam); 2. Bryan McGavran (Yam); 3. Newcomer (Hon).

125 BEG: 1. Cory Williams (Yam); 2. Nick Norton (Suz); Chad DeFries (Suz); 4. Kevin Wheat (Yam); 5. Ryan Orr (Kaw).

125 NOV: 1. Brian Brown (Suz); 2. John Nelson (Yam); 3. Josh Cartter (Yam); 4. Mike Todd (Yam); 5. Mark Tilley (Suz).

125 INT: 1. Tim Beatty (Yam); 2. Chris Cooley (Yam); 3. Eric Schnell (Suz); 4. Dean Van Riper (Kaw); 5. Gabe Bolivar (Yam).

125 PRO: 1. Greg Schnell (Suz); 2. Phil Lawrence (Suz); 3. Mike Chamberlain (Kaw); 4. Travis Preston (Yam); 5. Ty Kady (Suz).

250 BEG: 1. Kyle Baird (Suz); 2. Jason Geiger (Kaw); 3. Rob Smith (Yam); 4. Jon Davidson (Kaw); 5. Josh Wray (Hon).

250 NOV: 1. Bret Milan (Yam); 2. Mark Highman (Yam); 3. Sten Rasmussen (Yam); 4. Nate Otto (Yam); 5. Jamie Young (Kaw).

250 INT: 1. Gabe Bolivar (Yam); 2. Mark Desch (Yam); 3. Chris Cooley (Yam); 4. David McCown (Yam); 5. J.J. Petchel (Yam).

250 PRO: 1. Tony Amaradio (Kaw); 2. Phil Lawrence (Suz); 3. Dustin Nelson (Kaw); 4. Greg Schnell (Suz); 5. Mike Chamberlain (Kaw).

500 NOV: 1. Jon Nixon (Kaw); 2. Fred Thiel (Hon); 3. Steve Scrape (Hon); 4. Dean Brown (Hon).

25+ BEG: 1. Carl Carmichael (Suz); 2. Caleb Hawkins (Yam); 3. Jay Cumber (Hon); 4. Dan Bernadick (Hon); 5. Chris DeCannett (Suz).

25+ NOV: 1. Mark Highman (Yam); 2. Jamie Young (Yam); 3. Todd Johnson (Suz); 4. Shane Leyden (Yam); 5. Greg Hayward (Yam).

25+ EXMSTR: 1. Joe Merriam (Kaw).

30+ BEG: 1. Masaya Takahashi (Hon); 2. Carl Spiva (Hon); 3. David Terry (Yam); 4. Juancho Banag (Suz); 5. Scott Carrera (Yam).

30+ NOV: 1. Todd Johnson (Suz); 2. David Holland (Yam); 3. Bob Prida (Yam); 4. Andrew Smith (Suz); 5. Gary Shoemaker (Yam).

30+ INT: 1. Joe Merriam (Kaw); 2. David Sarian (Yam); 3. Loren Pochrowski (Hon); 4. Steve Plattoni (Suz); 5. Tony Alessi (Yam).

30+ PRO: 1. Steve Shippy (Kaw).

35+ NOV: 1. Skip Christy (Hon); 2. Gary Shoemaker (Yam); 3. Mike Marion (Yam); 4. Don Pastell (Hon); 5. Gary Yearsley (Yam).

35+ INT: 1. David Sarian (Yam); 2. Jack Phinn (Hon); 3. Randy Skinner (Suz).

40+ NOV: 1. Barry Simon (Hon); 2. Rick Puvogel (Kaw); 3. Wayne Carey (Hon).

40+ OPEN: 1. Rick Eierstadt (Hon).

Dhayer tops Lampasas River Motocross

By Kat Spann

LAMPASAS, TX, SEPT. 18

Ross Dhayer returned to Lampasas Motocross Park for the second month in a row, driving five hours to wreak havoc on central Texas Intermediate and Open racers. Dhayer collected his trophies and contingencies after winning three classes and six motos in the 125cc Intermediate, 125cc Open and 250cc Intermediate classes.

The 125cc Intermediate and Expert classes were combined and left the gate together led by Brad Woolsey, who was by the Intermediate Dhayer. Local Expert Dennis Bonner hammered on Dhayer in the first sweeper, and passed the Intermediate racer by the exit of the turn, to chase Woolsey in second. Thirteen-year-old Shawn Smith took up the number-four spot as the race got underway.

Woolsey put some track between him and Bonner as Smith stayed with Dhayer, while

Expert Michael Peacock rode up behind Smith and took over his spot by the end of the third lap. Peacock began to reel in Dhayer, but Dhayer's blocking was too good to get around, beating Peacock to the checkered flag by a bike length and looking over this shoulder at the finish to make sure Peacock was still there.

Moto two saw Bonner, use his home-track advantage to grab the holeshot and lead all the way to the checkered flag. Dhayer chased Bonner onto the course with Woolsey in the hunt. Woolsey set Dhayer up for a pass in the drop-off gully area, but ended up kissing a tree branch when he went high on the berm and landed on the ground. Dhayer reeled in Bonner through the long, killer whoop section of lap three, and the racers battled side by side, with Dhayer taking the lead, then Bonner taking it back. Bonner grabbed more throttle at the exit of the whoops and edged in front of Dhayer. Dhayer once again tried to pass the leader in the whoops, but a slight miscue ruined his rhythm and kept him in second. Peacock took advantage of Dhayer's error and closed in on Dhayer, passing him in the first section of the last lap to finish second behind Bonner, who claimed the Expert win with his 2-1 tally, while Dhayer won the Intermediate division with a 1-1 sweep.

Results:

50: 1. Taylor Thompson (Yam).

60: 1. Brandon Beabout (Kaw); 2. Joshua Tuttle (Kaw); 3. Ryan Roberts; 4. Chase Simpson; 5. Jonathan Logan.

80 BEG: 1. B.J. Bteeden (Yam); 2. Luke Atkinson (Kaw); 3. David Tartow (Suz); 4. Justin Wallace (Suz); 5. Donald Jones.

80 NOV: 1. Brandon Beabout (Kaw); 2. Derek Kemp; 3. Jimmy Prado.

80 INT: 1. Cole Btown (Kaw); 2. Adam Mennenga (Suz); 3. Shannon Tomecek; 4. Geoffrey Mayfield; 5. Mark Olley (Kaw).

80 OPEN: 1. Cole Brown (Kaw); 2. Adam Mennenga (Suz); 3. Geoffrey Mayfield; 4. Hatley Murphy; 5. Derek Kemp.

125 BEG: 1. Joey Craig (Kaw); 2. James Parry (Suz); 3. Scotter Martin (Kaw); 4. Randy Reddick (Kaw); 5. Russ Ferguson (Hon).

125 NOV: 1. Shane Shimabukuro (Kaw); 2. Jayson Shatto (Yam); 3. Matt Minyard (Kaw); 4. Gary Alsop (Yam); 5. Keith Gibbons (Yam).

125 INT: 1. Ross Dhayer (Suz); 2. Shawn Smith (Hon).

125 EX: 1. Dennis Bonnet (Kaw); 2. Michael Peacock (Kaw); 3. Brad Woolsey (Kaw).

125 OPEN: 1. Ross Dhayer (Suz); 2. Shawn Smith (Hon); 3. Shane Shimabukuro (Kaw); 4. Jayson Shatto (Yam); 5. Michael Peacock (Kaw).

250 OPEN/BEG: 1. James Proctor (Kaw); 2. Jimbo Gipson (Kaw); 3. Duan Cameron (Suz); 4. Rodney May (Suz); 5. Shan Lord (Yam).

250 NOV: 1. Chip Munn (Hon); 2. Jerry Fajkus (Hon); 3. Andy Thompson (Yam); 4. Jesse James (Yam); 5. Robby Wood.

250 INT: 1. Ross Dhayer (Suz); 2. Travis Spann (Suz); 3. Michael Bartlett (Hon); 4. Lee Upton (Yam); 5. Court Walker (Hon).

250 EX: 1. Brad Woolsey (Kaw).

250 OPEN: 1. Travis Spann (Suz); 2. Chip Munn (Hon); 3. Jimmy Spiers (Hon); 4. Jerry Fajkus (Hon); 5. Court Walker (Hon).

25+: 1. Jimmy Spiers (Hon); 2. Lee Upton (Yam); 3. Joey Hardin (Kaw); 4. Tim McAngus (Yam); 5. Sammy Rozzoth (Kaw).

(0-30) NOV: 1. Mike Haynes (Kaw); 2. Andy Thompson; 3. Red Griffin; 4. David DePrato; Tim McCaskill.

(0-30) INT: 1. Sammy Rissoth; 2. Skipper Roberts; 3. Gary Beam.

(0-30) EX: 1. Joey Hardin (Kaw); 2. Billy Smith (Hon).

Ruehle rules at Brainerd RR

By Kevin Downey

BRainerd, MN, SEPT. 17-18

Bristow Kawasaki-sponsored Scott Ruehle rode his Lofgren-tuned ZX-7 and CBR900RR to three wins, two second places and a third place on Saturday, then came back Sunday for a second overall in the five-hour endurance at Brainerd International Raceway.

Ruehle raced to an EBC Brakes National Endurance Championship in 1990 with his friend, Mike Moores, then had a skiing accident that kept him out of racing for 1992. He has shown what he can do this year by his excellent performances at BIR. Ruehle will ride at Daytona and hopes to keep up his string of victories and get a national sponsor for '95.

The Heavyweight Supersport event was won by a Top Line Cycle-sponsored brand-new Honda CBR900RR that was scratchless until Dr. Jeff Johnson pitched it on his first lap of the last hour. Some minor damage was done but was quickly fixed in a hasty pit stop.

In the Lightweight class, Marc Chiodo finally served notice to Charlie Bach that he could eat the crow Charlie had been serving him all year with wins in all three sprint classes (Supersport, Superbike, and GP) and earned the number-three season plate.

The number-one season plate belonged to Keith Dierkes on his Bristow-sponsored Kawasaki ZX-7, after chasing his friend Ruehle most of the season tire-to-tire, lead-swapping lap after lap. Dierkes came into the last weekend trailing John Mensch, but Mensch spent a good deal of Saturday trying to rework his FZR600 and failed to start four of five races, thus allowing Dierkes to slide by and grab the big prize.

Results

Saturday

U/L SS: 1. Scott Ruehle (Hon); 2. Keith Dierkes (Kaw); 3. Steve Ortiz (Hon); 4. Boyd Whiteoak (Kaw); 5. Eric Smith (Suz).

H/W SS EX: 1. Keith Dierkes (Kaw); 2. Scott Ruehle (Kaw); 3. Rod Fidler (Suz); 4. Steve Ortiz (Hon); 5. Pat Dipple (Kaw).

H/W SS NOV: 1. John Hedstrom (Kaw); 2. Alex Freeman

(Hon); 3. Jeff Lien (Kaw); 4. Dan Brody (Hon); 5. Greg Fryer (Yam).

M/W SS EX: 1. Steve Ortiz (Hon); 2. Brad Zajic (Hon); 3. Clutch Barnett (Hon); 4. Marc Chiodo (Hon); 5. Steve Canniff (Hon).

M/W SS NOV: 1. Alex Freeman (Hon); 2. Scott Fryer (Hon); 3. Dan Brody (Hon); 4. Kurt Schuske (Hon); 5. Charlie Jondal (Hon).

L/W SS EX: 1. Marc Chiodo (Yam); 2. Charlie Bach (Yam); 3. Pat Brown (Yam); 4. Les Harkonen (Yam); 5. Stimp Rogers (Yam).

L/W SS NOV: 1. Pat Lambert (Yam); 2. Luan Nguyen (Yam); 3. Bill Ask (Yam); 4. Phil Esterly II (Yam); 5. Curt Tranah (Yam).

Ultra L/W SS EX: 1. Ken Uekert (Suz); 2. Tom Maier (Suz); 3. Jason Lanigan (Suz); 4. Roger Hendricks (Suz); 5. Gregg Mellberg (Suz).

ULT/L/W SS NOV: 1. Scott Jaffe (Suz); 2. Tim Commers (Yam); 3. Darrell Pearson (Suz); 4. Terry Dusing (Suz); 5. Luan Nguyen (Suz).

M/W SPTSMTN SB EX: 1. Charlie Bach (Yam); 2. Marc Chiodo (Yam); 3. Mark Bennett (Suz); 4. John Mensch (Yam); 5. Pat Brown (Yam).

M/W SPTSMTN S/BK NOV: 1. Pat Lambert (Yam); 2. Michael Johnson (Hon); 3. Brian Ertel (Yam); 4. Steve Meikle (Hon); 5. Robert Brody (Yam).

L/W SPTSMTN S/BK EX: 1. Brett Donahue (H-D); 2. Ken Uekert (Suz); 3. Glen Christianson (Suz); 4. Joe Cornelius (Yam); 5. Tom Maier (Suz).

L/W SPTSMTN S/BK NOV: 1. Paul Taklo (Yam); 2. Brad Johnson (Suz); 3. Dave Wappler (Hon); 4. Kevin Ellison (Kaw); 5. Brad Bannister (Yam).

U/L S/BK: 1. Scott Ruehle (Hon); 2. Keith Dierkes (Kaw); 3. John Mensch (Yam); 4. Steve Ortiz (Hon); 5. Pat Dipple (Suz).

H/W S/BK EX: 1. Mike Ruehle (Kaw); 2. Scott Ruehle (Kaw); 3. Steve Ortiz (Hon); 4. Roger Hendricks (Suz); 5. Boyd Whiteoak (Kaw).

H/W S/BK NOV: 1. Pat Lambert (Yam); 2. Alex Freeman (Hon); 3. John Hedstrom (Kaw); 4. Jeff Lien (Kaw); 5. Jason Hanson (Hon).

M/W S/BK EX: 1. John Mensch (Yam); 2. Steve Ortiz (Hon); 3. Brad Zajic (Hon); 4. Steve Canniff (Hon); 5. Axel Essbaum (Hon).

M/W S/BK NOV: 1. Alex Freeman (Hon); 2. Sohn Wehseler (Hon); 3. Scott Fryer (Hon); 4. Jason Hanson (Hon); 5. Kurt Schuske (Hon).

L/W S/BK EX: 1. Marc Chiodo (Yam); 2. Charlie Bach (Yam); 3. Mark Bennett (Suz); 4. Pat Brown (Yam); 5. Todd Blachowiak (Yam).

L/W S/BK NOV: 1. Pat Lambert (Yam); 2. Brian Ertel (Yam); 3. Paul Taklo (Yam); 4. Luan Nguyen (Yam); 5. Phil Esterly II (Yam).

U/L/W S/BK EX: 1. Tom Maier (Suz); 2. Glen Christianson (Suz); 3. Ken Uekert (Suz); 4. Brian Gibbs (Yam); 5. Jason Lanigan (Suz).

U/L/W S/BK NOV: 1. Luan Nguyen (Suz); 2. Arne Ion (Yam); 3. Tim Commers (Yam); 4. Chad Bochet (Suz); 5. Scott Jaffe (Suz).

H-D 883: 1. Brett Donahue; 2. Mike Golden; 3. Dr. Jeff Johnson.

U/L GP: 1. Scott Ruehle (Hon); 2. Mike Ruehle (Kaw); 3. Keith Dierkes (Kaw); 4. Steve Ortiz (Hon); 5. Pat Dipple (Suz).

H/W GP EX: 1. Mike Ruehle (Kaw); 2. Keith Dierkes (Kaw); 3. Scott Ruehle (Kaw); 4. Pat Dipple (Suz); 5. Steve Ortiz (Hon).

H/W GP NOV: 1. Pat Lambert (Yam); 2. Dan Brody (Hon); 3. Alex Freeman (Hon); 4. Jason Hanson (Hon); 5. John Hedstrom (Kaw).

M/W GP EX: 1. Brad Zajic (Hon); 2. John Mensch (Yam); 3. Steve Ortiz (Hon); 4. Marc Chiodo (Hon); 5. Steve Canniff (Hon).

M/W GP NOV: 1. Jason Hanson (Hon); 2. Alex Freeman (Hon); 3. Scott Fryer (Hon); 4. Sohn Wehseler (Hon); 5. Dan Brody (Hon).

L/W GP EX: 1. Marc Chiodo (Yam); 2. Sparky Dargis (Yam); 3. Dr. Jeff Johnson (H-D); 4. Mark Bennett (Suz); 5. Pat Brown (Yam).

L/W GP NOV: 1. Pat Lambert (Yam); 2. Brian Ertel (Yam); 3. Luan Nguyen (Yam); 4. Barry Stuart (Yam); 5. Bill Ask (Yam).

U/L/W GP EX: 1. Tom Maier (Suz); 2. Ken Uekert (Suz); 3. Jason Lanigan (Suz); 4. Roger Hendricks (Suz); 5. Gregg Mellberg (Suz).

Ultra L/W GP NOV: 1. Luan Nguyen (Suz); 2. Arne Ion (Yam); 3. Scott Jaffe (Suz); 4. Chad Bochet (Suz); 5. Terry Dusing (Suz).

Sunday

5-HOUR ENDUR: 1. Roger Hendricks/Tom Mason/Keith Dierkes/Mike Ruehle/Jeff Johnson (Hon); 2. Rich Rubenzer/Joe Geissler/Scott Ruehle (Suz); 3. Sohn Wehseler/Shane Simonette (Hon); 4. Mike Rempel/Rod Fidler (Suz); 5. Ryan Frank/Boyd Whiteoak (Suz).

Walters takes two at Marysville Motocross

By John Silva

MARYSVILLE, CA, SEPT. 24

FMF/Varner Racing/Yoko/Bieffe/Smith-backed Spud Walters swept both the 125 and 250cc Pro contests at Marysville's Riverfront Park during round five of the CMC North Trans-Cal MX Series.

The 125cc Pro class went first, and so did Walters, as he holeshot the field, leading the early going over Jon Nelson, new pro Jake Windham, and Shane Esposito. Walters raced unhindered to the finish flag, with Nelson and Windham second and third; fourth place went to Dennis Kritzer, a fast Intermediate.

Walters holeshot the second moto, with his "apprentice" Windham in tow. Windham couldn't keep pace with Walters after about the third lap, but he managed to fend off the challenges of the seasoned Nelson, who was the fastest 25+ rider in attendance. Walters wailed at the finish, followed by Windham, Nelson, and the rest of the Pro and Intermediate riders.

In the first 250cc Pro race, Shane Esposito led Walters and Windham into turn one. Esposito and Walters pulled away from the field to engage in a personal battle for first. It was a close race for the first three of seven scheduled laps, but a mid-moto pass placed Walters in front for good. Walters styled for the fans en route to the finish, with Esposito, Windham and Keith Mayes finishing behind.

Esposito again holeshot in moto two, with Walters, Mayes, Windham and Intermediate Chad Burleson close behind. Esposito and Wal-

ters fought a tough-but-clean battle for the lead for six exciting laps, with the fans on their feet. Finally, the patient Walters passed Esposito off a jump heading to the sandy west side of the track. Esposito stayed close through the sand, but Walters pulled away for good when the racers reached the clay-based finish-line straight.

"I'm looking forward to the 'Showdown'", said Walters. "I've won in both Northern and Southern California, but I expect the competition to be tough at Sunrise."

Results

500 PRO: 1. Jon Nelson (Hon); 2. Keith Mayes (Hon); 3. Shane Esposito (Hon).
250 PRO: 1. Spud Walters (Suz); 2. Shane Esposito (Hon); 3. Jake Windham (Suz); 4. Keith Mayes (Kaw).
125 PRO: 1. Spud Walters (Suz); 2. Jake Windham (Suz); 3. Jon Nelson (Suz); 4. Shane Esposito (Hon).
25+ PRO: 1. Jon Nelson (Suz).
500 AM: 1. Dave Pile (Hon); 2. Kevin Mags (Hon).
250 INT: 1. Chad Burleson (Hon); 2. Cliff Cook (Yam); 3. Casey Musick (Kaw); 4. Scott Grosser (Suz); 5. Roi Holster (Yam).
250 JR: 1. J.R. Mason (Hon); 2. Kelley Hammer (Hon); 3. Sean Drapenski (Hon); 4. Jerry Cowley (Hon); 5. Loren Turner (Kaw).
250 BEG: 1. Andy Strode (Suz); 2. John Joseph (Kaw); 3. Dean Lonskey (Suz); 4. Michael Light (Kaw); 5. Ryan Evans (Kaw).
125 INT: 1. Dennis Kritzer (Hon); 2. Chad Burleson (Hon); 3. Jeff Baldwin (Kaw); 4. Jason Jenkins (Hon); 5. Cliff Cook (Yam).
125 JR: 1. Ryan Duntch (Suz); 2. Jason Sturdevan (Yam); 3. David Ball (Hon); 4. Johnny Chipollina (Kaw); 5. Eric Williams (Yam).
125 BEG: 1. Mike Morgan (Yam); 2. Richard Santos (Hon); 3. Marlin Cole (Kaw); 4. Chad Cook (Yam); 5. Ryan McCarthy (Yam).
UTH AM: 1. Sergio Fernandez (Yam); 2. J.R. Mason (Hon); 3. Richard Quinones (Hon).
VET INT: 1. Tom Murphy (Kaw); 2. Bob Hershey (Yam); 3. Scott Hunter (Kaw).
VET JR: 1. Kevin McMahan (Hus); 2. Ed Golden (Kaw); 3. Mark Henry (Yam).
VET BEG: 1. Jeff Anhalt (Kaw); 2. Steve Hernandez (Hon); 3. Dan Spencer (Kaw).
80 (14-16): 1. Jerrad Fisher (Suz).
80 (12-13): 1. Jesse Ketcham (Suz); 2. Brett Racine (Kaw); 3. Justin Scullen (Kaw); 4. Chris McAvoy (Yam); 5. Bryan Schultz (Kaw).
80 (7-11): 1. Ryan Morais (Kaw); 2. Joshua Hansen (Yam).
80 BEG: 1. Matt Sluder (Suz); 2. Michael Anderson (Hon); 3. Freddy Wiechers (Hon); 4. Jesse Olson (Hon); 5. Matt Morgan (Yam).
60 (9-11): 1. Joshua Hansen (Kaw); 2. Ryan Morais (Kaw); 3. Eric Nye (Kaw).
60 (0-8): Nick Davis (Kaw); 2. Charlie Morrisen (Kaw); 3. A.J. Perez (Kaw).
P/W STK: 1. Adam Kawalczyk (Yam); 2. Travis Cecil (Yam);

3. Zack Henry (Yam); 4. Jesse Harrell (Hon); 5. Tony Campos (Yam).
P/W MOD: 1. Jonathan Withrow (Yam).
O/T MSTR: 1. Bob Hershey (Yam).
O/T AM: 1. Bill Connelly (Hon); 2. Richard Schilling (Yam); 3. Mike Phillips (Suz).

Bigelow wins big at Michigan State Half-Mile C'ship

By Grace DiBenedetto
Photo By Gordon DeVries

LAKE ODESSA, MI, SEPT. 25

Bryan Bigelow matched Mother Nature move for move to capture three Michigan State titles on the rain-dampened half-mile at 1-96 Speedway.

While lightning bolts lit up the sky, the Marine Transport-supported Bigelow lit up the track, taking the 250cc, 500cc A and Open classes, literally, by storm.

With all the rain, a lengthy wheel-packing session Sunday morning brought the track into raceable but far from perfect condition. Bigelow disregarded the imperfection of the track and made his own perfect day, beginning with the 500cc A class. On the first flash of green Bigelow shot out of the hole, taking the point and leaving the racing behind him. Jeff Randolph sat easily in second, with Mike Forro making a last-ditch pass to the checkered flag to finish third.

The Open class would find Veteran rider Brian Hewson surrounded by hungry teenagers who made their position clear from the start. Bigelow blew off the line with Hewson in tow, but by the halfway mark, another Open class newcomer, Cory Clare, had declared his intention to steal Hewson's second-place position from him. Not to be left out of the money was Jeff Randolph fresh off of broken bones suffered at the Amateur Nationals in July, ducking under Hewson just in time to take his place among his contemporaries on the podium.

The 250cc class would be Bigelow's final

encore of the day, and fittingly the most hard-fought, as he faced off with season rivals for the title. Bigelow took the early lead with Forro challenging immediately around turn two to take over the point. Paybacks were instantaneous, as Bigelow picked up the gauntlet and headed for the front stretch with winning on his mind. Forro challenged a final time, but the checkered flag swung down on Bigelow for the third time in as many title bids, leaving Forro a half bike length short of his goal.

Results

50: 1. Logan Myers (Yam); 2. James Hewson (Yam); 3. Carter Myers (Yam); 4. Andrew Vincent (Ht); 5. Sam Hitchcock (Yam).
60: 1. Tom Link (Kaw); 2. K.C. Knodel (Kaw); 3. Doug Lawrence (Kaw); 4. Justin Humphries (Kaw); 5. Rocky Hitchcock (Kaw).
85: 1. K.C. Knodel (Kaw); 2. Brett Pankey (Kaw); 3. Henry Wiles (Kaw); 4. Tom Link (Yam); 5. Rocky Hitchcock (Kaw).
200: 1. Daniel Kauffman (Kaw); 2. Frankie Hitchcock (Kaw); 3. Brett Pankey (Yam); 4. Michael Greer (Kaw); 5. A.J. Coleman (Kaw).
250: 1. Bryan Bigelow (Yam); 2. Mike Forro (Hon); 3. Chris Huss (Hon).
DTX: 1. Chris Huss (Hon); 2. Mike Forro (Kaw); 3. Dan Kauffman (Kaw); 4. A.J. Coleman (Yam); 5. Jamie Ryan (Kaw).
400: 1. Lonnie Wadle (Yam); 2. Larry VanValkenburg (Yam); 3. Mike Putnam (Yam); 4. John Bellier (Yam); 5. Dale Cooper (Bul).
500 B: 1. Cory Clare (Hon); 2. Steve Barnett (Hon); 3. Chris Huss (Hon); 4. Frankie Hitchcock (Hon); 5. James Mausolf (Hon).
500 A: 1. Bryan Bigelow (Hon); 2. Jeff Randolph (Yam); 3. Mike Forro (Hon); 4. Steven Charles (Hon); 5. Chad Davis (Hon).
OPEN: 1. Bryan Bigelow (Rtx); 2. Cory Clare (Rtx); 3. Jeff Randolph (Rtx); 4. Brian Hewson (Hon); 5. Jason Sentell (Rtx).
TW: 1. Skip Wertz (Tri); 2. Jarvis Kapplinger (Tri); 3. Larry VanValkenburg; 4. Kerry Klug (BSA); 5. Eric Janke (Yam).
VET: 1. Brian Hewson (Hon); 2. Mark Davidson (H-D); 3. Mike Babka (Hon).
SR: 1. Gene O'Boyle (Hon); 2. Skip Wertz (Tri); 3. Jim Bolenbaugh (Kaw); 4. Glen O'Boyle (Hon); 5. John Bellier (Kaw).
VINT: 1. Dale Valiker (BSA); 2. Kerry Klug (BSA); 3. Craig Breckon (BSA); 4. Larry VanValkenburg (Bul); 5. Dale Cooper (Bul).
PRO INVITATIONAL: 1. Dan Butler (H-D); 2. Brent Armbruster (Rtx); 3. Bob Knapp (H-D); 4. Ryan Brown (Rtx); 5. Doug O'Boyle (Rtx).
COMBO: 1. Brent Armbruster (Rtx); 2. Bob Knapp (H-D); 3. Jason Sentell (Rtx); 4. Ryan Brown (Rtx); 5. Doug O'Boyle (Rtx).
H/W SDCAR: 1. John Schneider/Glenn Sasse; 2. Doug Foust/Dean Howard; 3. Dan Sams/Tim Sams; 4. Mark Fryer/Ryan Denos; 5. Robert Fryer/Carl Cornell.
L/W SDCAR: 1. John Schnieder/Glenn Sasse; 2. Mark Fryer/Carl Cornell; 3. Doug Foust/ Dennis Miller; 4. Joe Sams/Tim Sams.



Bryan Bigelow dominated the Michigan State Half-Mile Championship at I-96 Speedway. Bigelow came home with State titles in the 250cc, 500cc A and Open classes.

Pene steals show at Blue Ribbon Motocross

By Dene Olive

MONTGOMERY, AL, SEPT. 25

Andre Pene scored four perfect moto wins to capture overall wins in the 125 and 250cc A classes during Sunday's motocross action at Blue Ribbon Motocross.

Honda-mounted Darryl Heisler grabbed the first 250cc A moto lead with James Grier in tow. It took Grier a little over a lap to find an inside

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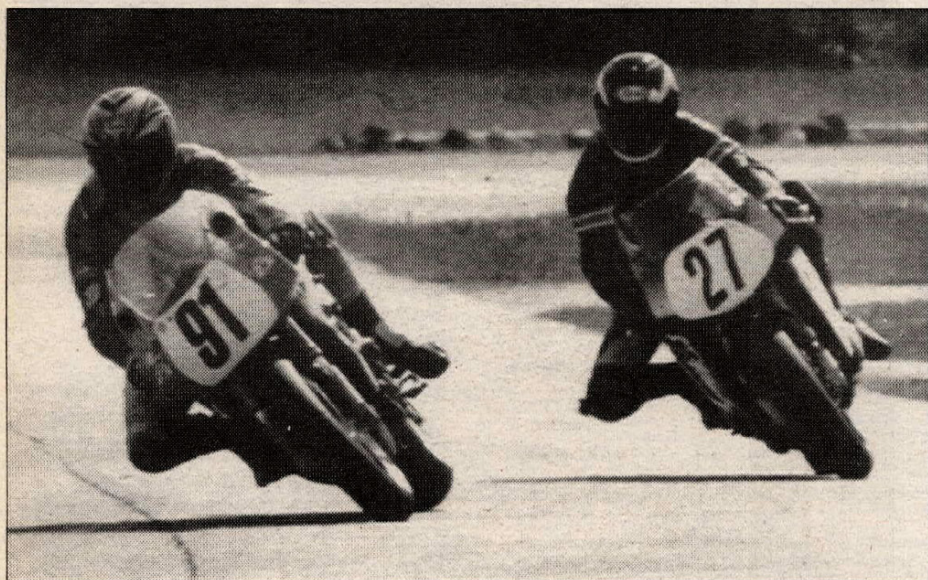
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EVENTS



Matthew Winnacker (91) held off Mark Oldham (27) for the final Heavyweight Superbike 100k clash at Gateway International Raceway, but Oldham won the points championship.

line going back into the woods section of the track to take over the lead. The Suzuki of Paris/Answer/Pirelli-backed Pene was now in third after a bad start, and it took him a while to catch and then pass Heisler for second. Pene then set his sights on the leader Grier, and on lap six, Pene had the lead. It was then smooth sailing for Pene with only four laps of racing remaining. Following Pene across the finish line were Grier, Heisler, Aaron Athans and Johnny Borders.

The second moto saw Heisler another holeshot with Pene in hot pursuit. On lap two both riders were side by side over a double jump and Pene was able to grab the inside line at the next corner to make the pass to take another win. Grier was able to pass Heisler before the finish to receive runner-up honors.

The Schoolboy class was fast and furious with AXO/Scott/Pro Circuit-backed Jon Simmons winning both motos. The battle for second was given to Jimmy Gentry with a clean 2-2 finish while Beau Godwin had to settle for a pair of thirds.

Results

P/W: 1. Zac Crum (Yam); 2. Clay Corley (Yam); 3. Chad Hanger (Yam); 4. Christopher McMillan (Suz).
JR CYCLE: 1. Justin Godwin (Kaw); 2. Michael McMillan (Kaw).
JR MINI: 1. Dylan Pentecost (Kaw); 2. Daniel Carter (Kaw).
YTH: 1. Jon Simmons (Kaw); 2. Jimmy Gentry (Suz); 3. Beau Godwin (Yam).
125 C: 1. Scott Arnold (Suz); 2. Chris Branhan (Hon); 3. Mark Jugel (Hon); 4. Robert Johnson (Suz); 5. David Walker (Suz).
125 B: 1. Nick Morris (Kaw); 2. Jeremy White (Suz).
250 C: 1. Mark Butler (Hon); 2. Robert Nearn (Kaw); 3. Billy Nedorovich (Kaw); 4. Mike Bechard (Yam); 5. Joe Cauthen (Hon).
250 B: 1. Davy Duprel (Hon); 2. Freddy Miller (Kaw); 3. Shaun Smith (Hon).
OPEN BEG: 1. Robert Blackmon (Hon); 2. Brian Thornton (Kaw); 3. Jimmy Gentry (Suz); 4. Albert Day (Yam); 5. Zac Perry (Suz).
25+: 1. Robert Nearn (Hon); 2. Terry Shar (Kaw); 3. Wes Strane (Suz); 4. Michael Wood (Suz); 5. Dan Stallings (Kaw).
30+: 1. Jim Ward (Hon); 2. Raymond Gardner (Hon); 3. Dirac Barbee (Suz).
35+: 1. Johnny Borders (Kaw); 2. Mark Jugel (Hon); 3. K.C. Henderson (Hon); 4. Murray Fall (Yam); 5. Steve Corlee (Hon).
125 A: 1. Andre Pene (Suz); 2. Jon Simmons (Kaw); 3. Joey Hargrove (Hon); 4. Dave Robel (Hon).
250 A: 1. Andre Pene (Suz); 2. James Grier (Suz); 3. Darryl Heisler (Hon); 4. Aaron Athans (Suz); 5. Johnny Borders (Kaw).

Brinkwart steps up at Bath Trial

By Don Allis

BATH, NY, SEPT. 25

George Brinkwart came alive at Round 12 of the AMA District 4 Trials Series at Bath, New York, winning the Expert class over Mike Komer by a score of 47 points to 69 points. Brinkwart led after the first loop and never looked back. Section eight was Brinkwart's best section for the day. The section was slippery, rocky and tight, and it all went uphill. Brinkwart was very good at hopping his Gas Gas and being able to find traction.

Emmett Watkins won the Advanced Class over Matt Hughson by a score of 56 points to 80 points. Section seven featured a hillclimb to start the section before going into a downhill and then back up a second hill. It was Watkins' best section for the day.

The Intermediate Class winner was Benn Williamson over Fred Wood, 26 points to 32

points. Section nine was a tight section with logs and loose soil. Williamson was clearly the rider to beat in this section. Senior A Class winner was Laverne Bowen who dropped a total of 16 points over Bob Foringer who dropped a total of 26 points.

The Novice Class enjoyed sections that required them to pay attention to all of the details. The sections would change traction from muddy rocks to dry loose dirt back to mud. John Pileski must have been paying attention the best, as he won the class over Gordan Kronbau, 22 points to 27 points.

Results

EX: 1. George Brinkwart (47); 2. Mike Komer (69); 3. Bryan Benjamin (84).
ADV: 1. Emmett Watkins (56); 2. Matt Hughson (80); 3. Dave Karst (86); 4. Tom Manogue (94); 5. David M. Reed (99).
INT: 1. Benn Williamson (26); 2. Fred Wood (32); 3. Paul Trehame (39); 4. Roger Allis (40/23); 5. David Knapp (40/18).
SR A: 1. Laverne Bowen (13); 2. Robert Foringer (26); 3. Carl Peters (30); 4. David Yeagle (40); 5. Stephen Fedorka (58).
NOV: 1. John Pileski (22); 2. Gordan Kronbau (27); 3. Alan Williams (36); 4. Lyndon Ralston (51); 5. Neil Nowatchik (56).
SR B: 1. Don Allis (7); 2. Robert Logue (8); 3. Robert Schrader (15).
S/SR: 1. Larry Lovell (20); 2. John Knapp (24); 3. Ron Bors (25).
ROOKIE: 1. Daniel Benjamin (36); 2. Joshua Benjamin (39); 3. John Jell Jr. (46); 4. Andrew Winters (54).
TJW SHK: 1. Gary Brogdale (21); 2. Michael Maines (46); 3. Richard Zimar (71).
VINT: 1. Daryl Quigley (2); 2. Douglas Everdyke (5); 3. Gary McFarland (14); 4. Owen Payne (36).

Oldham, Wilburn top Gateway 100K Road Race

By Mary Hewitt
Photo by Stan Edgar

EAST ST. LOUIS, IL, SEPT. 18

MCRA's 100K Series came to a spectacular close at Gateway International Raceway on September 18, with Matthew Winnacker winning the final race, but Mark Oldham taking home the Heavyweight Superbike class championship.

Oldham, riding a GSXR750 sponsored by Widman Harley-Davidson/Suzuki, got the holeshot at the start. Winnacker, who wanted to break the track record he had set earlier in the season (1:36 flat for the 2.2-mile track), powered out right behind him and the two diced for nine laps.

On the third lap, Winnacker, on his Harley-Davidson/Kawasaki of Missouri-backed machine, passed underneath Oldham in turn five. Two laps later, Oldham got Winnacker on the brakes in turn one. But, on the ninth lap, they were both hung up by backmarkers in turn three, and Winnacker took the opportunity to shoot around the outside in four.

From that point on, Winnacker dominated, and he and Oldham were the only racers to get 28 laps. Oldham said later that he didn't back off until the lap and gap boards indicated he didn't have time to catch up.

The Medium Production/Lightweight 100K saw points leaders Terry Wilburn and Jim Taylor overtaken by non-points contenders. First-time Gateway racer Josh Hayes shot off the starting line and held the lead for the entire 28 laps on his L.A. Racing-backed Honda. Jeff Kramer and Patrick McDill chased him, finishing second and third, respectively.

Results

100K
H/W S/BK: 1. Matthew Winnacker (Kaw); 2. Mark Oldham (Suz); 3. Jeff Haake (Suz); 4. Ward Cook (Suz); 5. Mark Cook (Hon).
H/W PROD: 1. Jay Hollman (Kaw); 2. James Speelman (Suz).
M/W S/BK: 1. Steve Burkett (Hon); 2. John Sommer (Hon); 3. Fred Garcia (Yam).
M/W PROD: 1. Josh Hayes (Hon); 2. Jeff Kramer (Hon); 3. Patrick McDill (Hon); 4. Terry Wilburn (Hon); 5. Jim Taylor (Hon).

L/W: 1. Ray Sandoz (Suz); 2. Douglas Scronce (Yam); 3. Mike McAtee (Yam); 4. Darryl Bumpus (Yam); 5. Jay McMackin (Yam).
I-44 Challenge
H/W: 1. Probst Brothers Racing (Suz); 2. Team Excel (Kaw); 3. Ballez Racing (Suz); 4. Atomic Racing (Suz); 5. Red Line Racing (Suz).
M/W: 1. L&L Express (Hon); 2. K&N Racing (Yam); 3. Motorcycle Doctor (Yam); 4. Smith & Jessen (Hon); 5. Maptal (Yam).

Challenger Raceway hosts Penn State MX Championship

By Julie Kramer

JACKSONVILLE, PA, SEPT. 25

Challenger Raceway was the location for the third round of the seven-race District 5 Pennsylvania State Championship MX Series.

Over 300 riders participated in this round of the series with 18 classes causing a long day; the final moto finished right before darkness fell.

In 125cc A class action, Davey Yezek was able to ride away with the checkered flag in both motos. Yezek was being pressured in the first moto by Shane Slother, who was able to grab the holeshot in the second moto and give Yezek a little run for his money for the first few laps. Josh Sweat was able to hold down the third-place position in the first moto while being pursued by Jeff Yentzer.

In the second moto, Yentzer was able to make his way into the third position, to take third overall, followed by Sweat and Michael Lauster. The most consistent rider in the class has to be Slother, who has placed within the top three in every round of the series.

Yezek also took the overall win in the 250cc A class in his first race in the series.

Overall wins seem to fall into the lap of Action Kawasaki/Suzuki rider Gene Stull, who again took victories in both the 85cc (7-11) class and the 65cc class, continuing his streak.

Strong competition has also been a factor in the 125 and 250cc B classes with the Rainbow Honda-backed Johnny Onisko and the Cernic's Suzuki/Honda-backed Ronny Robinson battling for the second-moto win in the 125cc class. Robinson won the 125cc B moto, along with his third overall in the Schoolboy class, but Onisko took the overall in the 125cc B class. In the 250cc class, John Natalie took the overall followed by Todd Streit. Natalie went on to take his third overall in the Collegeboy class.

Results

250 A: 1. Davey Yezek (Hon); 2. Mark Neiderhiser (Hon); 3. Josh Sweat (Kaw); 4. Jeff Yentzer (Kaw); 5. Shane Slother (Yam).
250 B: 1. John Natalie (Suz); 2. Todd Streit (Suz); 3. Chad Oppy (Suz); 4. Fred Turian (Suz); 5. Chad Berkey (Kaw).
250 C: 1. John Clendenin (Kaw); 2. Thomas Winders (Hon); 3. Russ Devor (Hon); 4. Jeffery Stull (Yam); 5. Jody Nevling (Suz).
125 A: 1. Davey Yezek (Hon); 2. Shane Slother (Yam); 3. Jeff Yentzer (Kaw); 4. Josh Sweat (Kaw); 5. Michael Lauster (Suz).
125 B: 1. Johnny Onisko (Kaw); 2. Michael Winslow (Hon); 3. Ronny Robinson (Suz); 4. Jay Grinnell (Hon); 5. James Fry (Hon).
125 C: 1. Josh Graeff (Hon); 2. Bill Stewart (Hon); 3. John Clendenin (Kaw); 4. Matt Aubele (Kaw); 5. Darren Reese (Suz).
85 (14-15): 1. Christopher Panucci (Kaw); 2. Steven Onisko (Yam); 3. Mark Klingensmith (Hon); 4. Mike Barto (Suz); 5. Michael Bobroski (Yam).
85 (12-13): 1. Jeremy Brown (Kaw); 2. Daniel Pastor (Hon); 3. Changio Pearce (Yam); 4. Terry Szarka (Kaw); 5. Duane Evans (Yam).
85 (7-11): 1. Gene Stull (Suz); 2. Calvin Kent (Kaw); 3. Michael Sigmund (Kaw); 4. Brad McClellan (Kaw); 5. Larry Rust (Kaw).
65: 1. Gene Stull (Kaw); 2. Calvin Kent (Kaw); 3. Broc Hepler (Kaw); 4. Michael Sigmund (Kaw); 5. Ashley Smith (Kaw).
50: 1. Jimmy Chappell (Yam); 2. Broc Hepler (Yam); 3. Casey Robinson (Yam); 4. Bryan Emery (Yam); 5. Broc Fallas (Yam).
S/M: 1. Michael Bobroski (Yam); 2. Ryan Puskarich (Suz); 3. Duane Evans (Yam); 4. Brad McClellan (Kaw); 5. Jeremy Sigmund (Kaw).
SCHBY: 1. Ronny Robinson (Suz); 2. Scott McMillin (Kaw); 3. Doug Barros (Kaw); 4. Steve Reasor (Suz); 5. Mark Klingensmith (Hon).
CLBY: 1. John Natalie (Suz); 2. T.J. Somers (Yam); 3. Josh Morrison (Hon); 4. Jamie Anderson (Hon); 5. Justin Palencsar (Suz).
WMN: 1. Melanie McConnell (Suz); 2. Sherri Stephens (Hon).
25+: 1. Gaylon Dickson (Yam); 2. Todd Streit (Suz); 3. Brian Tremblay (Hon); 4. Mark Garrison (Yam); 5. David Grimes (Hon).
VET A: 1. Mark Garrison (Hon); 2. Ken Frankenberg (Hon); 3. David Grimes (Hon); 4. Dale Taylor (Kaw); 5. Dean O'Dell (Hon).
VET B: 1. Stan Talago (Yam); 2. Gregory Lykens (Yam); 3. Mike Donella (Yam); 4. Dean Auen (Hon); 5. Bink Gross (Suz).
A: 1. Kery Puffinburger (Hus).
B: 1. David Fox (Kaw); 2. Michael Stelmack (Hon); 3. Michael Sigmund (Hon); 4. Mike Catanzano (Kaw); 5. Matthew Cempa (Hon).
C: 1. Timothy Freiohoff (Hon); 2. John Miller (Kaw); 3. Jamie Sullivan (Kaw); 4. Eric Weis (Yam).
SR 40+: 1. Blaine Duecastor (Kaw); 2. Don Knack (Hon); 3. John Miller (Kaw); 4. Dave Ulizio (Suz); 5. Skip Stewart (Kaw).
VINT: 1. Bill Croner (Hon); 2. James Stanley (Yam); 3. Robert Marshall (Suz); 4. Louis Orris (Suz).

Hawthorne sharp at Swan MX

By Kat Spann

TYLER, TX, SEPT. 25

Team Green/Kawasaki City/LCS/Answer-sponsored veteran Dennis Hawthorne continued to prove to the motocross community that he still has it, after winning the 125cc Expert event, and he then added two more victories in the 25+ and 30+ Expert classes.

In 125cc Expert class Clint Latham holeshot

the first moto, but Billy Akers took over in turn two and kept the lead into the next lap. Roy Schellenberger then passed Akers in "Trey's Woods" and held on to the number-one spot all the way to the checkered flag. Hawthorne hounded Akers for the number-two spot and made his pass stick on lap four to finish second behind Schellenberger.

Moto two saw Hawthorne out front by the end of the first lap and holding on to his spot all the way to the checkered flag, giving him a 2-1 tally for the overall win. Schellenberger finished second overall with his 1-4 finish, while Akers grabbed third overall with a 4-2 tally. Chad Plumlee and Brad Woolsey finished out the top five.

Jonathan Kerr continued his winning methods at Swan after taking the 50cc class overall with yet another 1-1 moto tally. The ever-persistent Brandon Thompson and Andrew Jansing could not slow down Kerr's winning ways, as they finished second and third, respectively, in each moto.

Team Green/Grapevine Kawasaki/MSR's Beau Boynton sizzled his way to a four-moto sweep in the minibike classes, claiming both the 80cc (12-13) and 80cc Open event trophies even though Barry Otts showed Boynton how to perform holeshots in all four starts.

Results

50: 1. Jonathan Kerr (Yam); 2. Brandon Thompson (Yam); 3. Andrew Jansing (Yam); 4. Justin Tramel (Yam); 5. Adam Reson (Yam).
60: 1. Chase Reed (Kaw); 2. Matt Hunter (Kaw); 3. Jeffrey Antwine (Kaw); 4. Logan Williams (Kaw); 5. Drew Hanks (Kaw).
80 BEG: 1. Patrick Wright (Kaw); 2. Dustin Cantrell (Yam); 3. B.J. Springfield (Kaw); 4. Nathan Beiz (Kaw); 5. Bryan Piccielli (Kaw).
80 JR (7-11): 1. Chase Reed (Yam); 2. Dusty Fountain (Kaw); 3. Kyle Williams (Kaw); 4. Derek Gerdes (Kaw); 5. Matthew Fleetwood (Kaw).
80 SR (12-13): 1. Beau Boynton (Kaw); 2. Barry Otts (Suz); 3. Mark Thompson (Suz); 4. Jacob Jones (Kaw); 5. Chadd Kawatta (Kaw).
80 SR (14-16): 1. Andre Johnson (Suz); 2. Chris Smith (Yam); 3. Zack Christian (Suz).
80 OPEN: 1. Beau Boynton (Kaw); 2. Barry Otts (Suz); 3. Chase Reed (Yam); 4. Mark Thompson (Suz); 5. Derek Gerdes (Kaw).
125 BEG: 1. Shawn Parker (Hon); 2. Scott Barnett (Kaw); 3. Cord Lee (Kaw); 4. Chuck Miller (Hon); 5. Kent Starnack (Hon).
125 NOV: 1. Jesus Marquez (Kaw); 2. Blair Lively (Hon); 3. Daniel Patton (Kaw); 4. Kevin Vines (Suz); 5. Jeff Griggs (Kaw).
125 INT: 1. Charley Bogard (Suz); 2. Ross Dhayer (Suz); 3. Jason Hyde (Suz); 4. Mike Boliver (Kaw); 5. Kevi Gravett (Kaw).
125 EX: 1. Dennis Hawthorne (Kaw); 2. Roy Schellenberger (Kaw); 3. Billy Akers (Kaw); 4. Chad Plumlee (Hon); 5. Brad Woolsey (Kaw).
125 OPEN: 1. Charley Bogard (Suz); 2. Kevin Gravett (Kaw); 3. Jesus Marquez (Kaw); 4. Chris Torrance (Kaw); 5. Jay Grimm (Suz).
250/500 BEG: 1. Bryan Tompkins (Hon); 2. Todd Pema (Hon); 3. Stan Williamson (Hon); 4. Chris May (Hon); 5. Mike Dowell (Hon).
250 NOV: 1. Keith Beaty (Kaw); 2. Tracy Anders (Kaw); 3. Todd Watson (Hon); 4. Tony Davis (Kaw); 5. David Chandler (Suz).
250 INT: 1. Sprint Haynes (Hon); 2. Ross Dhayer (Suz); 3. Jason Hyde (Suz); 4. Mike Boliver (Kaw); 5. Cui Mayhan (Kaw).
250/500 EX: 1. Roy Schellenberger (Kaw); 2. Billy Akers (Kaw); 3. Brad Woolsey (Kaw); 4. Danni Hawthorne (Kaw); 5. Chad Plumlee (Hon).
250 OPEN: 1. Sprint Haynes (Hon); 2. Mike Battaille (Yam); 3. Todd Kyset (Kaw); 4. Todd Tarver (KTM); 5. Shawn Williams (Kaw).
500 OPEN: 1. Jason Williams (Kaw); 2. Ray Jennings (Yam); 3. James Stainton (Kaw); 4. Pete Watson (Yam); 5. Derrick Sims (Kaw).
(0-25) NOV: 1. Tracy Anders (Kaw); 2. Alan Trattnell (Hon); 3. David Chandler; 4. Scan Knaack (Kaw); 5. Brad Mill (Suz).
(0-25) INT: 1. Craig Mayhan (Kaw); 2. Brook Matthews (Kaw); 3. Monty Bland (Yam); 4. Ray Jennings (Yam); 5. Clint Hale (Yam).
(0-25) EX: 1. Dennis Hawthorne (Kaw); 2. Paul York (Hon); 3. Willie Phee (Hon); 4. Hunter Carothers (Hon); 5. Perry Reeder (Kaw).
(0-30) NOV: 1. Kelly Fleetwood (Kaw); 2. Sean Knaack (Kaw); 3. Brad Nells (Suz); 4. Dana Greenwalt (Kaw); 5. Keit Anzalone (Kaw).
(0-30) INT: 1. Todd Watson (Suz); 2. Steve Mack (Hon); 3. Pete Watson (Yam); 4. Rick Blasingame (Suz); 5. Todd Jones (Hon).
(0-30) EX: 1. Dennis Hawthorne (Kaw); 2. Hunter Carothers (Hon); 3. Chris Pritchett (Hon); 4. Willie Phee (Hon); 5. Dave Alsobrook (Kaw).
40+: 1. Jimmy Moore (Kaw); 2. Butch Lawrason (Yam); 3. Rick Nelles (Hon); 4. Mike Mote (Hon); 5. Pete Pern (Hon).

Pridmore prevails at CRC MX

By Greg Robertson

PALMDALE, CA, SEPT. 23

Jason Pridmore used a couple of good starts to his advantage en route to winning both 250cc Beginner class moto during the California Racing Club's Answer Products Grab Bag Series night opener at Los Angeles County Raceway.

Pridmore timed the drop of the gate perfectly to lead Karl Huey, Marc Lippert and J.J. Harris as the first moto began. Huey was on the gas and made his way into the lead on the opening lap. Pridmore stayed glued to Huey while Paul Cody and Mike Southworth advanced from mid-pack starts to run in third and fourth places, respectively.

For the next couple of laps, Huey managed to hold off Pridmore by clearing a big double jump in the center of the track that Pridmore didn't attempt. Cody started closing in on the two front-runners until he landed sideways off the same double jump and went down. Pridmore may not have jumped as far as Huey, but

he was faster through a long section of whoops, eventually taking back the lead with slightly over a lap remaining.

With a clear track in front of him, Pridmore easily pulled away for the win in the first moto. Huey finished a lonely second. Gordon Taylor and Southworth were going at it for third when Taylor picked a bad line and got stuck behind a lapped rider in a corner, allowing Southworth room to pass. Southworth returned the favor by getting himself jammed up by the same lapper in the last turn to hand third back to Taylor.

Huey scored the holeshot in the second moto, but Pridmore had his CR250 out front within a lap. Pridmore was putting in a flawless ride, building on his lead with each circuit of the sandy track. As Pridmore disappeared into the night for a convincing win, no less than six riders would hammer each other for second place.

Harris, Southworth and Taylor, along with J.D. McKay, Kevin Wing and Ian Shippen were in a tightly knit group for nearly the entire moto. Harris led the horde until the final turn, when Shippen dove underneath for the pass and the second-place finish. Southworth also tried a last-ditch effort to pass Harris in some nasty whoops just before the finish, but stalled his bike 30 feet from the checkers to go from finishing fourth to finishing eighth.

Results

P/W B-2: 1. Jennifer Verseput (Yam); 2. Ryan Gagnon (Yam); 3. Wes Hicks (Yam).
P/W B-1: 1. Andrew Nason (Yam); 2. Christopher Jancich (Yam); 3. Aron Boy Tomota; 4. Tim McDaniel (Yam).
P/W A: 1. Sean Collier (Yam); 2. Ryan Roybal (Yam); 3. Ricky Hemme (Yam); 4. J.J. Noone (Yam); 5. Jared Tebo (Yam).
60 BEG: 1. Ricky Hemme (Kaw); 2. Ryan Roybal (Kaw); 3. Aron Tomota (Kaw); 4. Gary Dorris (Kaw); 5. J.J. Noone (Yam).
60 (0-8): 1. Chris Nihan (Kaw); 2. Jason Medina (Kaw); 3. Ricky Oliver (Kaw); 4. Josh Grant (Kaw); 5. Steven Cisar (Kaw).
60 (9-11): 1. Scott Howe (Kaw); 2. John Faulkner; 3. Sean Collier (Kaw); 4. Gerard Patin; 5. Blake Mitchell (Kaw).
80 BEG: 1. Ryan Holder (Yam); 2. Steven Fox (Kaw); 3. Bobby Steffan (Yam); 4. Kenny Wright (Kaw); 5. Jeff Verseput (Suz).
80 (7-11): 1. Christopher Tocco; 2. Scott Howe (Suz); 3. John Faulkner; 4. Gerard Patin; 5. Blake Mitchell (Suz).
80 (12-13): 1. Devin Seeger (Suz); 2. Chaz Smith (Yam); 3. T.J. Barario (Hon).
80 (14-16): 1. Ito Posca (Yam); 2. George La Monte (Suz); 3. Nick Butterworth (Yam); 4. Scott Priputen (Yam).
B/W: 1. Chris Torres (Kaw).
125 BEG: 1. Bryn Baker (Kaw); 2. Travis Smith (Yam); 3. James Newman (Kaw); 4. Wes Dell (Suz); 5. Joe Barker (Suz).
125 NOV: 1. Clint Shepard (Suz); 2. Danny Montoya (Suz); 3. Mike Harris (Suz); 4. Kevin Tarwater (Suz); 5. Michael Rowland (Kaw).
125 INT: 1. Casey Lytle (Hon); 2. David Evilsizer (Suz); 3. Lanny Turner (Suz); 4. Mike Collier (Kaw); 5. Nick Mairose (Suz).
125 PRO: 1. Shaun Perolio (Kaw); 2. Joel Tokarsky (Hon).
250 BEG: 1. Jason Pridmore (Hon); 2. Ian Shippen (Hon); 3. Gordon Taylor (Kaw); 4. Kevin Wing (Yam); 5. J.J. Harris (Suz).
250 NOV: 1. David Thomforde (Suz); 2. Mike Pichette (Hon); 3. Brian Snyder (Yam); 4. Rick Nolte (Suz).
250 INT: 1. Andy Anaya (Yam).
250 PRO: 1. Tony Sulek (Suz).
500 BEG: 1. Richard Oja (Suz); 2. Derek Howard (Kaw).
JR VET BEG: 1. John Galbraith (Hon).
JR VET NOV: 1. John Jefferies (Hon); 2. Michael Lucas (Kaw); 3. Dennis Jaramillo (Hon); 4. Joe Zipay (Hon); 5. Able Lara Jr. (Kaw).
JR VET INT: 1. Steve Corteville (Yam).
JR VET EX: 1. Ken Neitzel (Kaw).
VET BEG: 1. Russ Rosenthal (Hon); 2. Robert Seeds (Suz); 3. Mark Jones (Yam); 4. Pete Thompson (Yam); 5. Robert Miller (Suz).
VET NOV: 1. Ed Tripp (Hon); 2. Joe Zipay (Hon); 3. Bruce Tebo (Hon); 4. Kurt Kiewer (Suz); 5. Peter Terracciano (Hon).
VET INT: 1. Craig Conaway (Yam); 2. Eric Casas (Hon); 3. Tom Webb (Hon); 4. Mike Edmonds (Yam); 5. Gary Doggett (Hon).
VET PRO: 1. Rodney Morrison (Hon); 2. Ken Neitzel (Kaw).
SR BEG: 1. Larry Kirsch (Hon).
SR NOV: 1. David Burson (Suz).
SR EX: 1. Gary Doggett (Hon).

LaPlant, Balkcum hammer Johnston County Motocross

By Gene Gilmore

ARCHER LODGY, NC, SEPT. 18

Twelve-year-old Jason LaPlant won the 80cc class, while Jeff Balkcum topped the 250cc Amateur class at Johnston County Motocross Park East.

The drizzling rain was no problem for LaPlant as he lined up on the starting grid. When the flag dropped, Billy Burgess grabbed the holeshot and roared into the lead with LaPlant nipping at his heels. After several attempts to pass, LaPlant backed off and Burgess pulled ahead. Burgess then got out of sync and went down on the double jumps. As Burgess struggled to get his Kawasaki started again, LaPlant gassed it into the lead, grabbing the checkered flag and the huge trophy that goes with the win.

By the time the 250cc Amateurs lined up for their race the gentle rain had turned the sticky track into a greasy quagmire. When the flag dropped, Balkcum grabbed the holeshot and set the blistering pace. Bryan Bass just barely missed jumping on top of Balkcum over the tabletop jump in front of the grandstand. Midway through the second moto, Bass screwed his Kawasaki into the ground and lost his second-place spot. Taking advantage of the situation, Cruz scooted into second place. Bass tried

valiantly to catch the pack but ran out of laps and finished third. Meanwhile, up front, Balkcum pounded the slick track into a first-place finish to grab the trophy and the glory.

Results

80: 1. Jason LaPlant (Hon); 2. Billy Burgess (Kaw).
125 AM: 1. Bryan Raynor (Kaw); 2. Tony Cruz (Hon).
250 AM: 1. Jeff Balkcum (Suz); 2. Tony Cruz (Hon); 3. Bryan Bass (Kaw).

Michels manages Bridgehampton Motocross win

By Jim and Carolyn Simpson

BRIDGEHAMPTON, NY, SEPT. 24

Mike Michels won the 250cc Pro Expert class when The Long Island Sports Committee kicked off its fall season at the Bridgehampton MX facility.

John Laurine, Mike Bilardello and Michels blasted around the first turn to start the first 250cc Pro Expert moto. Bilardello sailed over the Hidden Valley tabletop as the leader. Laurine trailed in second until Michels railed the outside to secure second place as they jumped down the Parachute jump. Michels stayed on the gas and then outjumped Bilardello for the lead. Michels set the pace as Laurine and Bilardello became entangled in a side-by-side battle for second. The pair swapped positions until Bilardello throttled away to chase down the leader Michels.

Bilardello caught and jumped ahead of Michels to nail down the lead. Laurine then twisted the wick to pass Michels for second. Honda-mounted Laurine made a bid for first but Bilardello held on to take the moto win. Laurine secured second as Michels took third for the first moto.

Danny O'Keefe, racing his first time as a Pro Expert, grabbed the holeshot to start moto two. Michels moved up from second to take the lead in the back woods. While chasing in third, Bilardello crashed hard in the woods, ending his bid for another moto win. The Cycle Design/Rep/MLS-backed Michels pulled away with a commanding lead to take the moto win and managed to claim the overall win for the day.

Results

MINI: 1. Brian Murphy (Yam); 2. Mark Rasmussen (Yam); 3. Joey Merrill (Hon); 4. Joseph Fiore (Hon); 5. Dan Duffy (Yam).
MINI (7-11): 1. Charles Ellis (Kaw); 2. Mark Trimarchi (Kaw); 3. Brian Murphy (Kaw); 4. Joseph Trimarchi (Kaw); 5. Joseph Merrill (Kaw).
JR MINI: 1. Jonathan Barber (Kaw); 2. Greg Goldfuss (Yam); 3. David Di Pietro (Kaw); 4. Matt Morando (Suz); 5. Jeron Anthony (Kaw).
SR MINI: 1. Tony Pedone (Yam); 2. Dale Robertson (Kaw); 3. Kershel Anthony (Kaw); 4. Denis Sorrentino (Suz); 5. Eric Loscalzo (Yam).
125 NOV A: 1. Peter Destefano (Hon); 2. Frank Patinella (Suz); 3. Anthony Gangone (Hon); 4. Eric Hampson (Suz); 5. John Mallgren (Kaw).
125 NOV B: 1. Mark Wesnoske (Suz); 2. Mike Rausch (Suz); 3. Alan Kazel (Yam); 4. Sonny Kazel (Hon); 5. Brian Minnick (Suz).
250 NOV: 1. Joe Eannel (Yam); 2. James Bove (Kaw); 3. William Fernandez (Hon); 4. Alan O'Brien (Hon); 5. Chris Kilnetis (Yam).
125 AM: 1. Eddie Hololob (Kaw); 2. Eric Flagg (Hon); 3. John Jasinski (Hon); 4. Rob Abram (Hon); 5. Dennis Robinson (Hon).
250 AM: 1. Eddie Hololob (Kaw); 2. Richard Coane (Hon); 3. Andrew Signorello (Kaw); 4. Dan Anderson (Hon); 5. Duane Kleppe (Kaw).
VET AM: 1. Donald Murphy (Hon); 2. Robert Jarvis (Hon); 3. Donald Rasmussen (Hon); 4. Jimmy Phipps (Yam); 5. Doug Wholey (Hon).
OPEN AM: 1. Dennis Robinson (Hon); 2. Donald Murphy (Hon); 3. Russell Lombardo (Yam); 4. Thomas Lequerique (Hon); 5. Joseph Feist (Kaw).
5/SR: 1. Bud Fee (KTM); 2. John Sanuth (Hon); 3. Frank Carillo (Hon); 4. John Ferrentino (Hon); 5. William Norando (Yam).
125 EX: 1. John Franco (Suz); 2. Mike Michels (Suz); 3. Brian Mulry (Hon); 4. Justin Barnes (Kaw).
250 EX: 1. Mike Michels (Suz); 2. John Laurine (Hon); 3. Danny O'Keefe (Hon); 4. Rich Caccavano (Yam); 5. John Bachor (Kaw).
VET EX: 1. Michael Bilardello (Kaw); 2. John Franco (Suz); 3. Joe Merrill (Hon); 4. Jeffrey Stempel (Hon); 5. Joseph Calamita (Yam).
LT MDL: 1. Joseph Feist (Kaw); 2. Robert Limmer (Suz); 3. Anthony Gangone (Hon); 4. Peter Bellezza (Suz); 5. Andrew Rigent (Hon).
VINT: 1. Gary DiPietro (KTM).
SCHBY: 1. Mike Rausch (Suz); 2. Mark Wesnoske (Suz); 3. Brian Minnick (Suz); 4. Tony Pedone (Suz); 5. Toby Levine (Kaw).
CLGBY: 1. Eric Flagg (Hon); 2. John Laurine (Hon); 3. Peter Destefano (Hon); 4. James Bove (Kaw); 5. Marshall Gross (Hon).
25+: 1. Danny O'Keefe (Hon); 2. Bob Balnis (Hon); 3. Richard Coane (Hon); 4. Jeffrey Stempel (Hon); 5. Dan Anderson (Hon).
25+ NOV: 1. Joe Eannel (Yam); 2. William Fernandez (Hon); 3. Steve Dolan (Kaw); 4. Richard Agostinelli (Suz); 5. John Mallgren (Kaw).

Tarwater, Tripp tame LACR MX

By Greg Robertson

PALMDALE, CA, SEPT. 24

Suzuki pilot Kevin Tarwater used a 2-1 score, while Ed Tripp walked away with a perfect 1-1 record to top the 125cc Novice and Vet Novice classes, respectively, during the California Racing Club's Answer Products Grab Bag Series finale at Los Angeles County Raceway.

In the first 125cc Novice moto, Tarwater gated at the head of the pack, but Sam Garroulle shot past and into the lead by the end of lap one.



Michael Rowland controlled third place until an off-track excursion let Keny Terracciano take over the position. Tarwater went down on lap three, advancing Terracciano into second place. Two laps later, Terracciano took a dive in the sand to give Tarwater his runner-up position back. Garroulle greeted the checkers first, ahead of Tarwater, Rowland and Terracciano in fourth.

Rowland led the first two laps of moto two before Terracciano reeled him in for the pass. Tarwater was working up from a poor start to take over second place at the halfway point. Terracciano appeared to have the second-moto win in the bag until he mistook the white flag for the checkered flag and pulled off the track a lap early. Terracciano quickly realized his mistake and reentered the track, but Tarwater had already gone by and had too much of a lead. Tarwater went home the overall winner. Terracciano still picked up a second-place trophy with 4-2 finishes.

Huge leads were the order of the day for Tripp in both Vet Novice motos. Tripp had his Nationwide Cycle / Answer Products-backed CR250 out front from the drop of the gate in both races to pull away uncontested. John Stich worked up through the field in both motos to capture second overall with a 3-2 score. Bruce Tebo overshot a turn in moto one, then went down off the finish-line jump during the second moto but fought back with 2-3 rides for third overall.

Results

P/W B-2: 1. Eddie Woodard (Yam); 2. Ryan Gagnon (Yam).
P/W B-1: 1. Andrew Nason (Yam); 2. Aron Boy Tomota.
P/W A: 1. Jared Tebo (Yam).
60 BEG: 1. Aron Boy Tomota.
60 (0-8): 1. Chris Nihan (Kaw); 2. Joshua Grant (Kaw); 3. Ricky Oliver (Kaw); 4. Brett Mountain (Kaw); 5. Paul Pearcy (Kaw).
60 (9-11): 1. Daryl Ecklund (Kaw); 2. Scott Howe (Kaw); 3. Sean Collier (Kaw); 4. Blake Mitchell (Kaw); 5. Daton Beavers (Kaw).
80 BEG: 1. Lennie Liston (Kaw); 2. Steven Fox (Kaw); 3. Ryan Holder (Yam); 4. Steven Gagnon (Yam); 5. Ty Hathaway (Yam).
80 (7-11): 1. Scott Howe (Suz); 2. Bryan Allen (Suz); 3. Daryl Ecklund (Suz); 4. J.R. Terry (Suz); 5. Daton Beavers.
80 (12-13): 1. Robby Couze (Suz); 2. Devin Seeger (Suz); 3. Chaz Smith (Yam); 4. T.J. Barario (Hon).
80 (14-16): 1. Ito Posca (Yam); 2. Scott Priputen (Yam); 3. George La Monte (Suz); 4. Nick Butterworth (Yam).
B/W: 1. Chris Torres (Kaw).
125 BEG: 1. Bryn Baker (Kaw); 2. James Newman (Kaw); 3. Wes Dell (Suz); 4. Travis Smith (Yam); 5. Langdon Southworth (Kaw).
125 NOV: 1. Kevin Tarwater (Suz); 2. Keny Terracciano (Hon); 3. Brit Jackson (Kaw); 4. Michael Rowland (Kaw); 5. Sam Garroulle (Kaw).
125 INT: 1. Micheal Collier (Kaw); 2. Casey Lytle (Hon).
250 BEG: 1. Jason Pridmore (Hon); 2. Mike Southworth (Kaw); 3. Gordon Taylor (Kaw); 4. Ian Shippen (Hon); 5. Kevin Wing (Yam).
250 NOV: 1. David Thomforde (Suz); 2. Mike Pichette (Hon).
250 PRO: 1. Tracy Asher (Suz).
500 BEG: 1. Richard Oja (Suz); 2. Derek Howard (Kaw).
VET BEG: 1. Robert Seeds (Suz); 2. Russ Rosenthal (Hon); 3. Mark Jones (Yam); 4. Michael Kennedy (Kaw); 5. Tim Briney (Hon).
VET NOV: 1. Ed Tripp (Hon); 2. John Stich (Kaw); 3. Bruce Tebo (Hon); 4. Joe Zapay (Hon); 5. Tim Mitchell (Kaw).
VET INT: 1. Eric Casas (Hon); 2. Mike Edmonds (Yam).
VET PRO: 1. Joel Seals (Suz).
SR BEG: 1. Larry Kirsch (Hon).
SR NOV: 1. Leonard Liston (Yam).
SR INT: 1. Richard Bealer (Yam).
SR EX: 1. Gary Doggett (Hon).

Harris hammers 'em at Sacramento YSR Road Race

By Rex Harris

SACRAMENTO, CA, SEPT. 25

Thirteen-year-old road racing sensation Nicolette Harris came out for round seven of the Northern California Mini Roadracing Association's Championship Series and spanked all the big boys, taking the win in the Expert Superbike main event.

As the starter waived off the field for the start of the 10-lap main, it was Harris grabbing the lead followed by Jerry Johnson, Roberts, Vizcra and Bob Wilke. As the leaders headed onto the front straight to complete lap one, Vizcra made a NASCAR-style move and drafted past Roberts at the end of the front straight. The next lap saw Vizcra pull the same move on Johnson

John Laurine (594), Rich Caccavano (497), Mike Michels (144) and John Bachelor (668) scrapped at the start of the 250cc Pro/Expert moto at the Bridgehampton MX. Michels ended up with the class victory.

to take over second. Behind them, Brian Jackson dove under Wilke to take over fourth spot.

As the race wore on Harris and Vizcra began pulling away from the battle for third between Johnson and Roberts, gaining close to a second a lap. Vizcra, charging in third, would close on Harris in the tight twisty stuff only to have Harris turn on the afterburners on her incredibly fast Chico Motorsports-prepared YSR and put 10 bike lengths or so between them down the front straight. Meanwhile, Johnson was having the ride of his life in holding off Roberts who has been nearly unbeatable this season.

With the white flag waiving, Vizcra made one last desperate charge at Harris as the pair entered the Corkscrew, only to find that he pushed his motor a little too far and it seized, dropping him out of the race with less than half a lap to go. At the finish it was an elated Harris taking the win by nearly seven seconds over second-place Johnson, with Roberts third, Jackson fourth and Wilke rounding out the top five.

Results

MAIN: 1. Nicolette Harris; 2. Jerry Johnson; 3. Curtis Roberts; 4. Brian Jackson; 5. Bob Wilke.

Dressner, McFarland dash to Palmyra Motocross wins

By Melissa Threadgill

PALMYRA, NY, SEPT. 24-25

Ben Dressner rode his Goldsport/Answer racing-backed Suzuki to a double-moto win in the 125cc Expert class at the Palmyra MX facility.

In the first moto, Dressner took the holeshot, followed by John Blake and Scott Guidu. When they came out of the back woods section, Dressner was still in the lead. Jamie Goodno and Guidu were battling for second and third. While Dressner worked to open up a 10-second lead, Guidu moved into second. Goodno dropped off the pace considerably. Joe Ellington passed him, followed very closely by Peter Maliy, on the second-to-last lap. Maliy then passed Ellington and set his sights on Guidu, but he ran out of time. Dressner finished first, Guidu second, Maliy took third and Ellington wound up with fourth.

In the second moto, Dressner again got the holeshot, followed by Maliy and Guidu. Ellington passed Guidu, while Maliy tried his hardest to catch Dressner. But Maliy couldn't, and he ended up with second, Ellington third and Guidu fourth.

In the first moto of the Junior Mini class, Jamie Robinson took the holeshot, followed by Aaron Shepherd in second, and Bradley Bourne and Marshall McFarland side by side in third and fourth. Soon, though, McFarland moved up into second with Shepherd in third and Jack Carpenter in fourth. Bobby Silverole was in fifth and Bourne in sixth. On the second-to-last lap, McFarland and Robinson diced back and forth, but McFarland pulled it out for the win. Shepherd finished third, Carpenter fourth and Silverole fifth.

In the second moto, McFarland got the holeshot followed by Robinson and Carpenter. Early on, Shepherd made the move on Robinson into second, while Silverole passed Carpenter for fourth. At the very end, Robinson was able to pass Shepherd and take second place. McFarland took the win, with Silverole in fourth and Carpenter in fifth.

Results

Saturday
50: 1. Troy Clark (Yam); 2. Kenny Nichols (Yam); 3. Jeffery Mort; 4. Brandon Meirer (Yam); 5. John Young (Yam).

EVENTS



Terrance Malan (5T) chased down John Emerson (92) for the overall win in the 125cc Intermediate class during the CMC/Bridgestone/Sunstar Sprockets Trans-Cal MX at LACR.

60: 1. Jack Carpenter (Kaw); 2. Jamie Robinson (Kaw); 3. Bradley Bourne (Kaw); 4. Kenny Nichols (Yam); 5. Mike Silverole (Kaw).

JR MINI: 1. Marshall McFarland (Suz); 2. Troy Clark (Kaw); 3. L.J. Partellow (Kaw); 4. Bobby Silverole (Kaw); 5. Jack Carpenter (Kaw).

SR MINI: 1. Casey Higgins (Kaw); 2. Aaron Dieter (Suz); 3. Mike Legno (Kaw); 4. Brian Barber (Kaw); 5. Alan Crawford (Hon).

MINI COMB: 1. Aaron Dieter (Suz); 2. Mike Legno (Kaw); 3. Brian Barber (Kaw); 4. Marshall McFarland (Suz); 5. Bobby Silverole (Kaw).

125 BEG: 1. Matt Patterson (Suz); 2. James Waterman (Kaw); 3. Jeff Lamphere (Suz); 4. John Young (Kaw); 5. Chris Lenzi (Kaw).

201-OPEN: 1. Brian Sigel (Kaw); 2. Dana Rathbun (Suz); 3. Ron Kaczmarek (Kaw); 4. Rich Wojtowicz (Suz); 5. Kurtis Dikes (Kaw).

125 NOV: 1. Jeff Hatfield (Hon); 2. Brian Barber (Kaw); 3. Mike Barker (Suz); 4. Jeremy Bellinger (Hon); 5. Shawn Rass (Hon).

201-OPEN NOV: 1. Geoff Aaron (Hon); 2. Andrew Miller (Yam); 3. Bob Regasis (Kaw); 4. Robert Verkey (Hon); 5. Mike Mammamo (Kaw).

125 AM: 1. John Grabowski (Suz); 2. Jared Proper (G-G); 3. Casey Higgins (Kaw); 4. Jeff Lanieu (Yam); 5. Michael Thesing (Kaw).

201-OPEN AM: 1. Jamie Patchin (Hon); 2. Joe Nothanangle (Suz); 3. John Mercier (Yam); 4. Randy Abbey (Suz); 5. Ethan Carter (Kaw).

125 EX: 1. Ben Dressner (Suz); 2. Peter Malij (Kaw); 3. Scott Guidu (Kaw); 4. Joe Ellington (Suz); 5. Dave Burger (Hon).

201-OPEN EX: 1. Peter Malij (Kaw); 2. Joe Ellington (Suz); 3. Garrett Russell (Suz); 4. Dave Burger (Hon); 5. Scott Guidu (Kaw).

SCHBY: 1. Casey Higgins (Kaw); 2. Joe Hargett (Suz); 3. Jeff Hatfield (Hon); 4. Mike Barker (Suz).

17-24: 1. Ben Dressner (Suz); 2. T. Whaley Jr. (Suz); 3. Jared Proper (Hon); 4. Joe Nothanagle (Suz); 5. Ed VanBallegooyen (Yam).

25+1: 1. Paul Austin (Kaw); 2. Joe Ellington (Suz); 3. Dave Burger (Hon); 4. Scott Camp (Kaw); 5. Joe Ficco (Hon).

25+ B: 1. Tim Becht (Kaw); 2. Ethan Carter (Kaw); 3. Jeff Garlock (Suz); 4. Mark Williams (Kaw); 5. Mark Porreta (Hon).

SR A: 1. Jeff Fregoe (Kaw); 2. Bob Austin (Kaw).

SR B: 1. Howard Baker (Kaw); 2. Bob Regasis (Kaw); 3. Mark Poretta (Hon); 4. Joseph Smith (Suz); 5. Lenny Maginski (Yam).

SR C: 1. Dave Ragasis (Kaw); 2. Mike Mammamo III (Kaw); 3. Lloyd Gala (Kaw); 4. Gary Dulski (KTM); 5. Dan Crowner (Yam).

VINT/WOODS: 1. Scott Rhinehart (Kaw); 2. Mark Williams (Kaw); 3. David Kristoff (Yam); 4. Ned Munier (Hon); 5. Scott Flohr (Suz).

40+: 1. Tom Ghidu (Kaw); 2. Dennis Mullahy (Hon); 3. Dwayne Berg (Kaw).

Sunday
50: 1. Kenneth Nichols (Yam); 2. Troy Clark (Yam); 3. Mike Sick (Yam); 4. Jeff Mort; 5. John Young III (Yam).

60: 1. Jamie Robinson (Kaw); 2. Mike Sick (Yam); 3. Kenneth Nichols (Yam); 4. Mike Silverole (Kaw); 5. Jeff Mort.

JR MINI: 1. Jamie Robinson (Kaw); 2. Marshall McFarland (Suz); 3. Aaron Shephard (Suz); 4. Bob Silverole (Kaw); 5. Mike Sick (Suz).

SR MINI: 1. Brian Barber (Kaw); 2. Aaron Dieter (Suz); 3. Bruce Steffen (Kaw); 4. Brian Wierzb (Kaw); 5. Robert Wojewoda (Kaw).

MINI COMB: 1. Aaron Dieter (Suz); 2. Brian Barber (Kaw); 3. Bruce Steffen (Kaw); 4. Jamie Robinson (Kaw); 5. Aaron Shepard (Suz).

125 BEG: 1. Richard Overholt (Hon); 2. Brian Woodhams (Suz); 3. James Waterman (Kaw); 4. Keith Conrad (Suz); 5. Chris Lenzi (Kaw).

201-OPEN BEG: 1. Brian Sigel (Kaw); 2. Darryl Torgaski (Hon); 3. Jeff Hazlett (Suz); 4. Derek Offerbeck (Kaw); 5. Brian Newman (Yam).

125 NOV: 1. Mike Barker (Suz); 2. Brian Barber (Kaw); 3. Wilmer Caballero (Hon); 4. Tim Kopacz (Kaw); 5. Lorey Kanderfer (Suz).

201-OPEN NOV: 1. Matt Everhart (Suz); 2. Joe Harper (Kaw); 3. Dave Ragasis (Kaw); 4. Mike Mammamo (Kaw); 5. Jerry Nicholas (Yam).

125 AM: 1. Bob Neiss (Suz); 2. Josh Rizzo (Kaw); 3. Joe Henner (Kaw); 4. Bryan Brzezowski (Kaw); 5. Mike Thesing (Kaw).

201-OPEN AM: 1. Randy Abbey (Suz); 2. Doug Weinman (Hon); 3. Dave Perry; 4. Doug Orser (Hon); 5. Jeff Garlock (Suz).

125 EX: 1. Peter Malij (Kaw); 2. Joe Ellington (Suz); 3. Scott Ghidu (Kaw); 4. Scott Camp (Kaw); 5. Mark Vannorman (Hon).

201-OPEN EX: 1. Bill Silverole (Kaw); 2. Peter Malij (Kaw); 3. Ben Trask (Suz); 4. Joe Ellington (Suz); 5. Scott Guidu (Kaw).

SCHBY: 1. Mike Barker (Suz); 2. Matt Sick (Suz).

17-24: 1. Eddie VanBallygoen (Yam); 2. Darrell Stone (Kaw); 3. Mark Vannorman (Hon); 4. Chris Van Hyning (Hon); 5. Mike Thesing (Kaw).

25+ A: 1. Dennis Kelley (Kaw); 2. Patrick McLaughlin (Kaw); 3. Joe Smith (Suz); 4. Jeff Garlock (Suz); 5. Bob Sawdey (Yam).

25+ B: 1. Joe Ellington (Suz); 2. Scott Camp (Kaw).

SR A: 1. Mike Bender (Kaw); 2. Roger Jackson (Kaw).

SR B: 1. Dennis Kelley (Kaw); 2. Bob Sawdey (Yam); 3. Joe Smith (Suz); 4. Tom Ghidu (Kaw); 5. Fred Lucas (Kaw).

SR C: 1. Rick Vernon (Yam); 2. Daniel Crowner (Yam); 3. Dave Ragasis (Kaw); 4. Don Albring (Hon); 5. Thomas Lee (Yam).

VINT WOODS: 1. Mark Williams (Kaw); 2. Dan Kohar

(Yam); 3. Chris Lenzi (Kaw); 4. Robert Okoniewski (Yam); 5. Steve Rogers (Yam).

40+: 1. Tom Ghidu (Kaw); 2. Fred Lucas (Kaw); 3. Dwayne Berg (Kaw).

Healey takes three at LACR Trans-Cal Motocross

By Scott Hoffman

PALMDALE, CA, SEPT. 25

To cap off the final round of the southern portion of CMC's Bridgestone/Sunstar Sprockets Trans-Cal Nationals, Pro Circuit/Black Fly's-backed "Mr. Tattoo" Mike Healey rode to a six-moto sweep, capturing wins in the 125cc, 250cc and 25+ Pro classes at Los Angeles County Raceway.

In moto one of the 250cc pro class, Yamaha support rider Joel Albrecht shot to the early lead as Terry Parsons, Mike Healey and Ron Lechien trailed. Albrecht held on for the first lap before Healey made his move. Healey took over second and then leaped past Albrecht to take the lead. Parsons went down on the second lap with Albrecht following suit on the third.

By the halfway point the race for the lead was non-existent; Healey was in control. Ray Sommo moved into the second spot when Lechien fell victim to Ted Campbell. Jeff Tilton and Lechien battled for the fourth spot with Lechien coming out ahead. At the finish, the order remained the same, Healey, Sommo and Campbell.

In moto two, Healey pulled the holeshot and that was about all she wrote. Lechien put in an excellent show by running in second for the entire moto. Parsons ran in third for the first part of the moto before Sommo moved in to take over. Healey cruised in for the win with Lechien and Sommo trailing.

Healey kept up his winning ways by roosting the competition in 125cc and 25+ Pro classes. In the 125cc Pro class, Healey beat out Parsons and Tony Sulek to take the win in both races. In the 25+ Pro class, Healey continued his winning ways by beating out Sommo and Tim Telford.

In the 125cc Beginner class, Jason Fonseca roosted to the overall win, topping Greg Andrew and Brian Miller.

Results

P/W BEG: 1. Matt Contreras (KTM); 2. Tate Misiazier (Yam); 3. Jacob Poole (Yam); 4. Pat Fealy (Yam); 5. Mitchell Gideon (Yam).

P/W JR: 1. Chris Nihan (Yam); 2. Ricky Hemme (Yam); 3. Bryanna Benedict (Yam).

60 (0-8): 1. Chris Nihan (Kaw); 2. Josh Grant (Kaw); 3. Ty Morrow (Kaw); 4. Bucky Gully (Kaw); 5. Joey Christy (Kaw).

60 (9-11): 1. Christopher Tocco (Kaw); 2. Shane Bess (Kaw); 3. Dylan Lord (Kaw); 4. Kevin Roberts (Kaw); 5. Kyle Mace (Kaw).

80 BEG: 1. Gerrit Ordelman (Suz); 2. Jeff Peavler (Yam); 3. J.R. Terry (Suz); 4. Danny Bagwill (Yam); 5. Blake Mitchell (Kaw).

80 (7-11): 1. Sean Hamblin (Yam); 2. Bryan Jeramillo (Kaw); 3. Christopher Tocco (Yam); 4. Bobby Bonds (Kaw); 5. Shane Bess (Suz).

80 (12-16): 1. Jimmy Varis (Suz); 2. Jerry Aleman (Yam); 3. Jiri Dostal (Suz); 4. Bill Payne (Kaw); 5. Ito Posca (Yam).

80 OPEN: 1. Billy Payne (Kaw); 2. Bobby Couze (Suz); 3. Jonathan Shimp (Suz); 4. Lars Lindstrom (Hon); 5. Devin Seeger (Suz).

125 BEG: 1. Jason Fonseca (Suz); 2. Greg Andrew (Suz); 3. Brian Miller (Suz); 4. Nathan Fletcher (Suz); 5. Bob Arens (Suz).

125 JR: 1. David Ramsey (Yam); 2. Clint Shepard (Suz); 3. Josh Wanner (Hon); 4. Matt Puccio (Kaw); 5. Sam Garrouette (Kaw).

125 INT: 1. Terrance Malan (Suz); 2. John Emerson (Suz); 3. Doug Parsons (Suz); 4. Loren Jenkins (Hon); 5. Scott Johnson (Suz).

125 PRO: 1. Mike Healey (Yam); 2. Terry Parsons (Kaw); 3. Tony Sulek (Suz); 4. Lex Malan (Suz); 5. Chad Smanjak (Hon).

250 BEG: 1. Dustin Lunde (Yam); 2. Scott Pemerton (Yam); 3.

Rick Nolte (Suz); 4. Cameron Craun (Hon); 5. Kenard Lipscomb (Suz).

250 JR: 1. Jerry Aleman (Yam); 2. Craig Monty (Kaw); 3. Paul Gilmartin (Hon); 4. Eric Martin (Yam); 5. Ken Reed (Kaw).

250 INT: 1. Pat Foster (Kaw); 2. Joe Ryan (Suz); 3. Mat Bate-man (Yam); 4. Jimmy Deever (Hon); 5. Casey Lytle (Hon).

250 PRO: 1. Mike Healey (Yam); 2. Ray Sommo (Yam); 3. Ron Lechien (Yam); 4. Jeff Tilton (Suz); 5. Joel Albrecht (Yam).

500 AM: 1. Alan Kadlec (Hon); 2. Rich Hanson (Hon); 3. Carl Gazafy (Hon); 4. Rick O'Donnell (Hon); 5. Alan Cheever (Hon).

UTH AM: 1. Kevin Allman (Yam); 2. John Keefer (Yam); 3. Eric Martin (Yam); 4. Merle Hammer (Yam); 5. Craig Monty (Kaw).

UTH MSTR: 1. Jeff Bobaboogie (Yam); 2. Rod Richardson (Yam); 3. Mike Dunlap (Hon); 4. Darren Elliott (Hon); 5. Ken Neitzel (Kaw).

VET BEG: 1. Ed Tashvian (Suz); 2. Michael Kennedy (Kaw); 3. Robert Collins (Kaw); 4. Frank Horton (Hon); 5. Mike Machuya (Hon).

VET JR: 1. Kevin Allman (Yam); 2. Kevin Brown (Hon); 3. Steve Williams (KTM); 4. Dean Ostrander (Suz); 5. Jerry Setton (Suz).

VET INT: 1. Craig Conaway (Yam); 2. Jim Divoro (Yam); 3. Joel Harriott (Yam); 4. Gary Doggett (Hon); 5. Richard Bunch (Hon).

VET MSTR: 1. Jim Holley (Yam); 2. Martin Klossner (Kaw); 3. Rod Richardson (Yam); 4. Ken Neitzel (Kaw); 5. Jim Dunn (Yam).

25+ PRO: 1. Mike Healey (Yam); 2. Ray Sommo (Yam); 3. Tim Telford (Yam); 4. Mike Johnson (Suz); 5. Terry Fowler (Suz).

O/T AM: 1. Bill Carr (Yam); 2. J.J. Harris (Suz); 3. W.G. Wilson (Suz); 4. Herbert Allen (Yam); 5. Bob Dunham (Yam).

O/T MSTR: 1. Rich Johnson (Hon); 2. Carl Gazafy (Hon); 3. Gary Doggett (Hon); 4. Gregg Humber (Hon); 5. Alan Cheever (Hon).

Davis dominates Coleridge ST

By Gene Gilmore

COLERIDGE, NC, SEPT. 25

Will Davis won the purse in the third annual Cox Harley-Davidson "Run What You Brung" flat track race at Coleridge Speedway.

The Saturday night race was called because of rain, but Sunday was scheduled as an alternate race date. Some of the best riders on the east coast showed up to try for the \$3000 purse.

Led by Georgie Price, the top four qualifiers turned sub-16-second lap times, which was fast for the rain-slickened race track.

After two attempts to start the Pro main, the flag dropped and Davis grabbed the holeshot as the pack poured through turn one. The red flag came out when veteran rider Donnie Krusinski took a spill and collected Paul Lynch in turn two. Krusinski managed some quick repairs and made the two-minute restart time limit. Luckily, Lynch was unharmed in the crash.

The flag dropped and the pack went for turn one so close it was difficult to tell who was who. As the group came through turn two, Davis was again out front, followed by Price and Kevin Varnes. As the lap times decreased, the distance between riders increased. Varnes got sideways in turn two, allowing Ian Segedy and Robert Lewis to sneak past on the inside line. At the front of the pack, Price and Ian Segedy swapped leather for the second spot behind Davis, who pushed his Rotax smoothly through the corners.

The white flag came out as Davis was moving up on the slower riders, the front four riders moved up as Davis was forced to adjust his fast line for upcoming traffic. As the pack came around turn four, Davis shot the straight and grabbed the win. Price, Segedy and Lewis finished behind Davis in that order.

Results

MAIN: 1. Will Davis (Rtx); 2. Georgie Price (Rtx); 3. Ian Segedy (Rtx); 4. Robert Lewis (Rtx); 5. Kevin Varnes (Rtx).

ROAD-RACING ALL YEAR

Race with WSMC on the 3rd Sunday of every month!

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Race Events on: Oct.15-16 Nov. 19-20 Dec. 17-18 Jan. 14-15, 1995

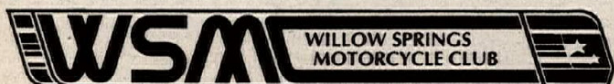
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1994 Championship point standings

LEADERBOARD



TROY CORSER

ROAD RACING

500cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Michael Doohan (Hon), AUSTRALIA	(317/9 wins)
2. Luca Cadalora (Yam), ITALY	(174/2 wins)
3. John Kocinski (Cag), MODESTO, CA	(172/1 win)
4. Kevin Schwantz (Suz), AUSTIN, TX	(169/2 wins)
5. Alberto Puig (Hon), SPAIN	(152)
6. Alex Criville (Hon), SPAIN	(144)
7. Shinichi Itoh (Hon), JAPAN	(141)
8. Alex Barros (Suz), BRAZIL	(134)
9. Doug Chandler (Cag), SALINAS, CA	(96)
10. Niall Mackenzie (Yam), SCOTLAND	(69)

250cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Max Biaggi (Apr), ITALY	(234/5 wins)
2. Tadayuki Okada (Hon), JAPAN	(214/2 wins)
3. Loris Capirossi (Hon), ITALY	(199/4 wins)
4. Dorian Romboni (Hon), ITALY	(170/1 win)
5. Ralf Waldmann (Hon), GERMANY	(156)
6. J.P. Ruggia (Apr), FRANCE	(149/1 win)
7. Tetsuya Harada (Apr), JAPAN	(109)
8. Jean-Michel Bayle (Apr), FRANCE	(105)
9. Luis d'Antin (Hon), SPAIN	(100)
10. Nobuatsu Aoki (Hon), JAPAN	(95)

125cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Kazuto Sakata (Apr), JAPAN	(224/3 wins)
2. Noboru Ueda (Hon), JAPAN	(194/3 wins)
3. Takeshi Tsujimura (Hon), JAPAN	(190/4 wins)
4. Dirk Raudies (Hon), GERMANY	(162/3 wins)
5. Peter Oetli (Hon), GERMANY	(160)
6. Jorge Martinez (Yam), SPAIN	(135/1 win)
7. Stefano Perugini (Apr), ITALY	(106)
8. Masaki Tokudome (Hon), JAPAN	(87)
9. Oliver Petrucciani (Apr), ITALY	(74)
10. Herri Torrontegui (Apr), SPAIN	(73)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 21 of 22 rounds)	
1. Chris Carr (H-D), VALLEY SPRINGS, CA	(279/5 wins)
2. Scott Parker (H-D), SWARTZ CREEK, MI	(272/7 wins)
3. Steve Morehead (H-D), FINDLAY, OH	(221/3 wins)
4. Will Davis (Hon), GOLDSBORO, NC	(166/2 wins)
5. Rodney Farris (H-D), WINCHESTER, VA	(151)
6. Ronnie Jones (Hon), OKLAHOMA CITY, OK	(132/1 win)
7. Aaron Hill (H-D), STOCKTON, CA	(110)
8. Kevin Atherton (H-D), WHITE PIGEON, MI	(89)
9. Brett Landes (Hon), LOS GATOS, CA	(87)
10. Dave Camlin (H-D), ROCK ISLAND, IL	(81/1 win)

AMA/HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES

(After 14 of 15 rounds)	
1. Scott Stump, MARION, OH	(160/5 wins)
2. Jason Fletcher, WARREN, CT	(125/3 wins)
3. Jay Springsteen, LAPEER, MI	(115/1 win)
4. James Hart, CENTRALIA, IL	(108)
5. Matt Wait, MODESTO, CA	(95)
6. Doug Beattie, CANADA	(86/1 win)
7. Georgie Price, SICKLERVILLE, NJ	(84/1 win)
8. Steve Aseltine, PALMER LAKE, CO	(78/1 win)
9. Ben Bostrum, BRISBANE, CA	(62)
10. Tommy Colson, BELOIT, WI	(57)

OFF-ROAD



KEVIN HINES

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES

(After 4 of 9 rounds - best 7 finishes count toward series c'ships)	
1. Rodney Smith (Suz), OAKLEY, CA	(103/3 wins)
2. Thomas Norton (Kaw), NORFOLK, MA	(82)
3. Scott Summers (Hon), PETERSBURG, KY	(46)
4. Ron Naylor (ATK), REDDING, CA	(39)
Eric Mashbir (Hus), OAKLAND, CA	(39)
6. Patrick Garrahan (Kaw), BOULDER CREEK, CA	(35)
7. Jason Dahners (Hon), REDMOND, WA	(32)
8. Randy Hawkins (Suz), TRAVELERS REST, SC	(30/1 win)
9. Brian Garrahan (Hon), BOULDER CREEK, CA	(28)
10. Scott Plessinger (KTM), HAMILTON, OH	(25)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES

(After 7 of 9 rounds - best 7 finishes count toward series c'ships)	
1. Steve Hatch (Suz), ITHACA, NY	(171/3 wins)
2. Kevin Hines (CRE), WESTON, MA	(163/3 wins)
3. Randy Hawkins (Suz), TRAVELERS REST, SC	(133/1 win)
4. Jeff Russell (KTM), MORGANTOWN, WV	(115)
5. Kelby Pepper (Kaw), CENTER, CO	(93)
6. Terry Cunningham (Yam), ATHENS, OH	(74)
7. Matt Stavish (KTM), SLAINE, MN	(73)
8. Alan Randt (KTM), LANSING, MI	(66)
9. Ty Davis (Kaw), HESPERIA, CA	(37)
10. Michael Lafferty (Kaw)	(35)

AMA 250cc GRAND PRIX SERIES (After 10 of 10 rounds)

1. Rich Oliver (Yam), FRESNO, CA	(321/8 wins)
2. Chuck Sorensen (Yam), LIVERMORE, CA	(257/1 win)
3. Nick Ienatsch (Yam), LOS ANGELES, CA	(251)
4. Al Salaverria (Yam), SAN FRANCISCO, CA	(239)
5. Danny Walker (Yam), DENVER, CO	(216)
6. Chris D'Aluisio (Apr), BETHEL, CT	(194)
7. Mike Sullivan (Yam), CENTRALIA, WA	(193)
8. Jason Paden (Yam), VALLEJO, CA	(181)
9. Christopher Rankin (Yam), AUSTIN, TX	(174)
10. Jon Cornwell (Yam), CANADA	(159)

AMA/CCS 600cc SUPERSPORT SERIES (After 10 of 10 mds)

1. Jamie James (Yam), ASHEVILLE, NC	(315/4 wins)
2. Mike Smith (Hon), ROSWELL, GA	(229/6 wins)
3. Steve Crevier (Kaw), CANADA	(287)
4. Mike Hale (Hon), CARROLLTON, TX	(262)
5. Gerald Rothman Jr. (Kaw), MANCHESTER, CT	(234)
6. Jason Pridmore (Yam), VENTURA, CA	(216)
7. Robert Wright (Hon), SANDY, UT	(165)
8. Randy Renfrow (Hon), FREDRICKSBURG, VA	(159)
9. Owen Weichel (Yam), CANADA	(148)
10. Jamie Bowman (Hon), TEQUESTA, FL	(143)

AMA/CCS 750cc SUPERSPORT SERIES (After 10 of 10 mds)

1. Tom Kipp (Suz), MENTOR, OH	(308/5 wins)
2. Britt Turkington (Suz), MCCALLEN, TX	(284/2 wins)
3. Jason Pridmore (Yam), VENTURA, CA	(264)
4. James Randolph (Suz), SANTA ROSA, CA	(256/1 win)
5. Gerald Rothman, Jr. (Kaw), MANCHESTER, CT	(236/1 win)
6. Aaron Yates (Suz), MILLEDGEVILLE, GA	(206)
7. Thomas Wilson (Yam), OREGON, OH	(203)
8. Fred Merkel (Kaw), STOCKTON, CA	(189/1 win)
9. Dean Mizdal (Yam), ARLINGTON HEIGHTS, IL	(156)
10. Anthony Lupo (Suz), SAN RAFAEL, CA	(131)

AMA/CCS H-D TWIN SPORT SERIES (After 10 of 10 rounds)

1. Shawn Higbee (H-D), JAMESTOWN, NY	(304/4 wins)
2. Scott Zampach (H-D), MILWAUKEE, WI	(283/3 wins)
3. Billy Graef (H-D), SHEBOYGAN, WI	(260)
4. Ronald McGill (H-D), DEVON, PA	(227)
5. Shawn McNary (H-D), CLEARWATER, FL	(218)
6. Matt Wait (H-D), MODESTO, CA	(205)
7. Aaron Yates (H-D), MILLEDGEVILLE, GA	(204/2 wins)
8. Chuck Blackmon (H-D), GREENWOOD, SC	(203)
9. Brian Kohl (H-D), STRASBURG, OH	(202)
10. Andy Fenwick (H-D), NEENAH, WI	(169)

MOTOCROSS

AMA/CAMEL 250cc SX SERIES (After 15 of 15 rounds)

1. Jeremy McGrath (Hon), MURRIETA, CA	(335/9 wins)
2. Mike LaRocco (Kaw), SOUTH BEND, IN	(287/3 wins)
3. Mike Kiedrowski (Kaw), CANYON COUNTRY, CA	(271/2 wins)
4. Jeff Emig (Yam), RIVERSIDE, CA	(224)
5. Steve Lamson (Hon), POLLACK PINES, CA	(214)
6. Jeff Stanton (Hon), SHERWOOD, MI	(208)
7. Doug Henry (Hon), OXFORD, CT	(203)
8. Larry Ward (Yam), FLORENCE, SC	(200)
9. Brian Swink (Suz), REDDICK, FL	(182)
10. Michael Craig (Yam), LAKESIDE, CA	(176/1 win)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 8 of 8 rounds)	
1. Damon Huffman (Suz), SAUGUS, CA	(176/2 wins)
2. Pedro Gonzalez (Kaw), LOS ANGELES, CA	(134/1 win)
3. Craig Decker (Hon), PALM DESERT, CA	(134)
4. Ryan Hughes (Kaw), ESCONDIDO, CA	(117/3 wins)
5. David Pingree (Hon), SCOTTSDALE, AZ	(72)
6. James Dobb (Kaw), CORONA, CA	(70)
7. Tony Graves (Hon), CRESWELL, OR	(58)
8. Cory Keeney (Kaw), POMONA, CA	(54)
9. Travis Hodges (Kaw), LAS CRUCES, NM	(46)
10. Jefferey Pestana (Hon), MONTEREY, CA	(45)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 10 of 10 rounds)	
1. Ezra Lusk (Suz), BAINBRIDGE, GA	(231/5 wins)
2. Jimmy Button (Suz), CORNING, NY	(219/3 wins)
3. Tim Ferry (Hon), W. PALM BEACH, FL	(176)
4. Mike Brown (Hon), GRAY, TN	(155/1 win)
5. Chad Pederson (Yam), FORT DODGE, IA	(145)
6. Robbie Reynard (Kaw), MOORE, OK	(119)
7. John Dowd (Yam), CHICOPPEE, MA	(111)
8. Barry Carsten (Suz), BAYVILLE, NJ	(81)
9. Davey Yezek (Hon), MT. PLEASANT, PA	(74)
Jeff Dement (Yam), HUMBLE, TX	(74)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES

(After 12 of 12 rounds)	
1. Mike LaRocco (Kaw), SOUTH BEND, IN	(552/7 wins)
2. John Dowd (Yam), CHICOPPEE, MA	(402/2 wins)
3. Jeremy McGrath (Hon), MURRIETA, CA	(393)
4. Mike Kiedrowski (Kaw), ACTON, CA	(305/3 wins)
5. Brian Swink (Suz), REDDICK, FL	(299)
6. Jeff Stanton (Hon), SHERWOOD, MI	(296)
7. Kyle Lewis (Yam), ROSAMOND, CA	(292)
8. Jimmy Button (Suz), CORNING, NY	(282)
9. Larry Ward (Yam), FLORENCE, SC	(260)
10. Larry Brooks (Yam), EL CAJON, CA	(210)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES

(After 12 of 12 rounds)	
1. Doug Henry (Hon), OXFORD, CT	(463/3 wins)
2. Steve Lamson (Hon), POLLOCK PINES, CA	(442/2 wins)
3. Ryan Hughes (Kaw), ESCONDIDO, CA	(435/2 wins)
4. Damon Huffman (Suz), SAUGUS, CA	(412/2 wins)
5. Jeff Emig (Suz), RIVERSIDE, CA	(368/2 wins)
6. James Dobb (Kaw), CORONA, CA	(315)
7. Robbie Reynard (Kaw), MOORE, OK	(272/1 win)
8. Tim Ferry (Hon), WEST PALM BEACH, FL	(253)
9. Denny Stephenson (Suz), LINCOLN, NE	(229)
10. Craig Decker (Hon), PALM DESERT, CA	(226)

WORLD CHAMPIONSHIP 125cc MX SERIES

(After 11 of 11 rounds)	
1. Bob Moore (Yam), COSTA MESA, CA	(264/6 wins)
2. Alessio Chiodi (Hon), ITALY	(316/3 wins)
3. Pedro Tragter (Suz), HOLLAND	(264)
4. Dave Stribos (Suz), HOLLAND	(199/1 win)
5. Peter Beirer (Suz), GERMANY	(181)
6. Mickael Pichon (Hon), FRANCE	(169/1 win)
7. Frederic Vialle (Kaw), FRANCE	(163)
8. Mauro Dal'Lago (Suz), ITALY	(144)
9. Bader Manneh (Suz), SAN DIEGO, CA	(137)
10. Massimo Bartolini (TM), ITALY	(121)

WORLD CHAMPIONSHIP 250cc MX SERIES

(After 15 of 15 rounds)	
1. Greg Albertyn (Suz), SOUTH AFRICA	(403/2 wins)
2. Stefan Everts (Kaw), BELGIUM	(392/5 wins)
3. Yves Demaria (Hon), FRANCE	(267/6 wins)
4. Marnicq Bervoets (Suz), BELGIUM	(310)
5. Kurt Nicoll (Hon), GREAT BRITAIN	(289/1 win)
6. Werner DeWit (Suz), BELGIUM	(208)
7. Donny Schmit (Yam), RAMSEY, MN	(204/1 win)
8. Tallon Vohland (Hon), SACRAMENTO, CA	(199)
9. Frederic Bolley (Yam), FRANCE	(145)
10. Trampas Parker (KTM), SHREVEPORT, LA	(142)

WORLD CHAMPIONSHIP 500cc MX SERIES

(After 12 of 12 rounds)	
1. Marcus Hansson (Hon), SWEDEN	(328/4 wins)
2. Jacky Martens (Hus), BELGIUM	(321/3 wins)
3. Joel Smets (Ver), BELGIUM	(299/2 wins)
4. Gert Jan Van Doorn (Hon), HOLLAND	(177/1 win)
5. Billy Liles (Hon), ATLANTA, GA	(161/1 win)
6. Ronny Weustenraed (Hon), BELGIUM	(160)
7. Danny Theybers (Hon), BELGIUM	(139)
8. Mervyn Anstie (Hon), GREAT BRITAIN	(135/1 win)
9. Peter Dirck (Hon), GERMANY	(131)
10. Franco Rossi (Hon), ITALY	(93)

AMA NATIONAL CHAMPIONSHIP OBSERVED TRIALS SERIES

(After 8 of 8 rounds - best 5 finishes count toward series c'ship series)	
1. Geoff Aaron (Bet), WEST REDDING, CT	(241/4)
2. Ryan Young (G-G), WILLIAMSPORT, PA	(223/4)
3. Raymond Peters (Apr), BEAVER DAMS, NY	(172)
4. Jess Kempkes (G-G), LINCOLN, NE	(160)
5. Lonny Hallsted, TIGARD, OR	(139/1)
6. Matthew Moore, SAPULPA, OK	(125)
7. Ronald Commo Jr. (Bet), VERGENNES, VT	(93)
8. John Clark (Mon), HUNTSVILLE, AL	(91)
9. Brian Nagengast (Bet), E. BERNE, NY	(86)
10. Olivier Clamagirand (Fan), WHITTIER, CA	(86)

AMA NATIONAL C'SHIP RELIABILITY ENDURO SERIES

(After 8 of 8 rounds)	
1. Rodney Smith (Suz), OAKLEY, CA	(166/4 wins)
2. Randy Hawkins (Suz), TRAVELERS REST, SC	(136/2 wins)
3. Ty Davis (Kaw), HESPERIA, CA	(94/1 win)
4. Danny Hamel (Kaw), BOULDER CITY, NV	(91/1 win)
5. David Rhodes (Kaw), RENTON, WA	(78)
6. Fred Hoess (Hus), STANHOPE, NJ	(67)
7. Davide Trolli (Kaw), HESPERIA, CA	(65)
8. Chris Smith (Hon), STANHOPE, NJ	(60)
9. Guy Cooper (Suz), STILLWATER, OK	(56)
10. Duane Conner (Yam), WASHINGTON, PA	(51)

AMA NATIONAL C'SHIP HARE & HOUND SERIES

(After 4 of 7 rounds - best 5 finishes count toward series c'ships)	
1. Ty Davis (Kaw), HESPERIA, CA	(105/1 win)
2. Danny Hamel (Kaw), BOULDER CITY, NV	(90/3 wins)
3. Dan Richardson (Hon), HUNTINGTON BEACH, CA	(79)
4. Greg Zitterkopf (KTM), CHINO, CA	(50)
5. David Ondas (Kaw), HUNTINGTON BEACH, CA	(48)
6. Destry Abbott (KTM), GLENDALE, CA	(42)
7. Todd Hoy (KTM), RANCHO PALOS VERDES, CA	(39)
8. Jeff Capt (Hon), CHINO, CA	(38)
9. James Gray (KTM), GUNNISON, CO	(34)
Paul Krause (Kaw), SANTA ANA, CA	(34)

GRAND NATIONAL CROSS COUNTRY C'SHIP SERIES

(After 9 of 12 rounds - best 9 finishes count toward series c'ships)	
1. Fred Andrews (Yam), SALEM, OH	(158)
2. Scott Plessinger (KTM), HAMILTON, OH	(148)
3. Thomas Norton (Kaw), NORFOLK, MA	(138)
4. Scott Summers (Hon), PETERSBURG, KY	(115)
5. Gene O'Neil (Kaw)	(109)
6. Tom Carson (Hon)	(87)
7. Tim Shephard (Yam), HAMILTON, OH	(85)
8. Scott Phelps (Yam), PETERSBURG, KY	(82)
9. Doug Blackwell (Kaw), WASHINGTON, WV	(76)
10. Duane Conner (Hus)	(53)



NOVEMBER 18-19-20, 1994
RENO LIVESTOCK EVENT CENTER

WELLS AVENUE EXIT OFF HWY 80

**\$10,000
PRO PURSE**

FRIDAY	SATURDAY	SUNDAY	PRO \$50 (EACH CLASS)
125 PRO 250 PRO QUAD PRO	125 PRO 250 PRO QUAD PRO	QUAD 50 60 80 125 250 OPEN VET OVER (over 30 years) OLD TIMERS (over 40 years) BEGINNERS JUNIORS INT.	SPORTSMAN \$40 (EACH CLASS) EACH CLASS INCLUDES ONE PIT PASS EXTRA PIT PASS \$10 FRIDAY & SATURDAY EXTRA PIT PASS \$5 SUNDAY
BRIDGESTONE DUNLOP SCOTT USA	MOTOCROSS NOLEEN UFO		DMMA MOTOCROSS
PIT PASS TOTAL	PIT PASS TOTAL	PIT PASS TOTAL	TOTAL DUE

INFORMATION HOTLINE (702) 267-4392

PRE-ENTRY MUST BE RECEIVED BY ON-TRAC EVENTS NOVEMBER 6TH, 1994

POST ENTRY- ADD \$10 DAY OF THE EVENT

ENTRY ENCLUDES PIT PASS OF RIDER
& ONE MECHANIC PLUS GRANDSTAND ACCESS

NAME	AGE	
MAILING ADDRESS		
PHYSICAL ADDRESS		
CITY		
STATE	ZIP	
BRAND OF MACHINE		
RACING NUMBER	1ST CHOICE	2ND CHOICE
SPONSORS		
PHONE		

RETURN WITH CASHIERS CHECK

PERSONAL CHECK OR MONEY ORDER TO:

ON-TRAC EVENTS 3325 PLYMOUTH DRIVE, CARSON CITY, NV 89705

Want to go racing!? Check the Cycle News calendar section.

California Race Schedule		
100% PRO PAYBACK		
Sat., Oct. 15	Over The Hill	L.A.C.R.
Sun., Oct. 16	Gang National	L.A.C.R.
Sun., Oct. 16	CRC MX	Glen Helen
Sun., Oct. 23	CRC MX	Surfside
Sun., Oct. 30	CRC MX - Sponsorship Series	L.A.C.R.
Saturday Practice • 9a.m.-2 p.m. L.A.C.R.		
CRC Info (805) 272-8889		

HHHHHHHHHHHHHHHH		
H	Honda CR Parts • Dirt Track Parts	H
H	Goodyear Dirt Track Tires	H
H	RS750 and 600 Parts	H
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H	Cyl. Head Work • Crank Rebuilding	H
H	GARVIS HONDA TOWN	H
H	1-800-358-5508	H
H	1603 Euclid • Des Moines, IA 50313	H
H	We accept most major credit cards	H
HHHHHHHHHHHHHHHH		

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship

Superbike Road Race Series
10/30 Phillip Island, Australia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World Championship

Supercross Series
10/12-13 Paris, France, Rnd 2
10/26-27 Tokyo, Japan, Rnd 3
12/2-3 Geneva, Switzerland, Rnd 4

AMA Grand Nat'l C'ship Series

10/16 Del Mar, CA, Rnd 22
Info 614/891-2425

AMA Harley-Davidson 883 Nat'l

Championship Series
10/16 M San Diego, CA, Rnd 15

C'ship Cup Pro-Am Series

Florida Region
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

Southwest Region

12/3-4 Chandler, AZ

National Finals

10/21-23 Daytona Beach, FL
Info 704/684-4297

AMA National Championship

Enduro Series

10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info 614/891-2425

AMA Wiseco/Yamaha/Dunlop

Grand National Cross Country Series

10/16 Elkins, WV, Rnd 11
10/30 Mt. Morris, PA, Rnd 12

AMA National Championship

Hare Scrambles Series

10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

AMA National Championship

Hare & Hound Series

10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info 614/891-2425

SCORE Desert C'ship Series

11/10-13 Baja Calif., Mex.

Best in the Desert

Silver State Series

12/2-4 Laughlin, NV, Rnd 7
Info 702/457-5775

AMA/Prostar Drag Race Series

11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Mega Series

10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

AMA Championship Mid South

Winter Hare Scrambles Series

10/30 Greenville, KY
11/13 Bremen, GA
12/4 Hohenwald, TN
1/8/95 Bolivar, TN
1/22 Lynneville, IN
2/5 Centerville, TN
2/19 Lawrenceburg, TN
3/19 Cadiz, KY
4/2 Fordsville, KY
4/23 Mannington, KY
Info 615/331-1475 or 615/859-0873

WEA Pro Road Race Series

10/26-30 Braselton, GA, Final Rnd
Info 916/582-0451

WEA Grand National Final

10/26-30 Braselton, GA
Info 916/582-0451

WEA/RK Chain National

Challenge Formula III Series

10/26-30 Braselton, GA, Rnd 9
Info 803/681-9372

*WEA/Sunoco/Performance

Machine National

Endurance Series

10/28 Braselton, GA, Rnd 11
*Tentative

WEA National Vintage Series

10/27 Final, Braselton, GA

Yamaha Seca II Challenge

10/26-30 Final, Braselton, GA

AHRMA Historic Cup Series

10/15-16 Talladega, AL
Info 715/842-9699

AHRMA Sound of Singles/

Battle of Twins Series

10/15-16 Talladega, AL
Info 715/842-9699

*AHRMA/Vintage Iron National

Motocross Series

10/23 Hollister Hills, CA
*Tentative
Info 715/842-9699

*AHRMA/Classic Bike

Magazine Dirt Track Series

10/15-18 *Del Mar, CA

*Tentative

Info 715/842-9699

AHRMA/British Bike

Magazine Trials Series

10/22 Hollister Hills, CA
11/5-6 Dickson, TN
Info 715/842-9699

*AHRMA Midwest MX Series

10/23 Casey, IL
Info 414/684-4331

*Tentative

*AHRMA NorCal MX Series

10/23 Hollister, CA
Info 408/663-4014

*Tentative

AHRMA Rocky Mountain

Motocross Series

10/TBA TBA, CO
Info 715/842-9699

AHRMA Texas/Southwestern

Fall MX Series

10/23 Bastrop, TX
10/20 Natalia, TX

AHRMA West MX Series

10/23 Hollister, CA
11/6 Tulare, CA

NETRA C'ship Enduro Series

10/23 Chester, CT
11/6 Stafford, CT
Info 203/875-5757

NETRA Championship Hare

Scrambles Series

10/16 Assonet, MA
11/13 Barkhamsted, CT
Info 203/875-5757

NETRA Turkey Run Series

10/16 Winchendon, MA
10/30 Central Village, CT
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

NETRA Championship Junior

Enduro Series

10/15 Assonet, MA
Info 203/875-5757

ECEA C'ship Enduro Series

10/16 New Lisbon, NJ
10/30 Delaware City, DE
11/6 New Gretna, NJ
11/13 Warren Grove, NJ
Info 908/657-6338

ECEA Dual Sport Series

10/23 New Philadelphia, PA
Info 908/657-6338

IDBA National C'ship Series

10/14-16 Memphis, TN

NMRA Drag Racing Series

10/15 Las Vegas, NV
10/12 Palmdale, CA
Info 818/367-4117

NESC C'ship Motocross Series

10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

American Trials Assn. Series

10/30 Lucerne Valley, CA
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

SETRA C'ship Enduro Series

11/6 Maplesville, AL
11/15/95 Charleston, SC
1/29 Wedgefield, SC
2/26 Greensboro, GA
3/5 Pelion, SC
3/9 Daytona Beach, FL
3/26 Lenoir, NC
4/9 Clanton, AL
4/23 Augusta, GA
4/30 Olustee, FL
5/21 Richloam, FL
Info 404/822-8234

SETRA Championship Hare

Scrambles Series

11/13 Bulls Gap, TN
11/20 Buena Vista, GA

12/4 Elgin, SC
12/11 Cochran, GA
1/8/95 Greensboro, GA
2/5 Willington, SC
2/12 Madison, GA
3/19 Buena Vista, GA
5/6 Charlotte, NC
Info 706/468-1328

Black-Jack Enduro Series

10/16 Collins, MO
Info 417/345-6211

New York State C'ship Hare

Scrambles Series

10/16 South Edmonsten, NY
10/23 Fairville, NY
Info 716/928-2837

Kentucky Hare Scramble

C'ship Series

10/16 Bedford, KY

CRA Vintage Motocross Series

10/14 Akron, OH
Info 216/636-5505

CRA Hare Scrambles Series

10/16 Mansfield, OH
Info 216/636-5505

CRA Fall MX Series

10/14 Akron, OH
Info 216/636-5505

EEA Eastern Championship

Enduro Series

11/6 Maplesville, AL
Info 706/376-5232

OMRRA Road Race Series

10/16 Portland, OR
Info 503/221-1487

Golden Crown of Baja Off

Road Desert Series

12/2-4 Gran Carrera de Campeones
San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series

10-14/15 Sonora Gran Prix
Sonora, Mex.
11/18-19 San Felipe Gran Prix
San Felipe, B.C., Mex.
Info 818/340-5750

LaPlaya MX GP Series

12/4 Rosarito, B.C., Mex.
Info (011-52-661) 22525

Florida Trials Assoc.

Championship Series

10/30 Crooms, FL
11/27 Crooms, FL
12/18 Crooms, FL
1/15/95 Crooms, FL
2/5 Hernando, FL
3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hernando, FL
5/21 Crooms, FL

Florida Gold Cup Series

10/16 Dade City, FL
10/23 Gainesville, FL
Info 813/894-0439

Tucker Rocky/Answer Florida

Mini-Cycle C'ship Series

12/4 Orlando, FL
12/18 Orlando, FL

Yamaha/McDonald's/Fox Pee

Wee Championship Series

10/16 Orlando, FL
10/22 Orlando, FL
11/6 Orlando, FL
12/4 Orlando, FL
12/18 Orlando, FL

Outlaw MX Fall Classic Series

10/16 Westmoreland, KS
10/23 Ashland, NE
10/30 Palmyra, NE
11/6 Ashland, NE
Info 913/456-2516

Georgia Fall C'ship Series

10/16 Dalton, GA
10/30 Echecornee, GA
11/6 Buena Vista, CA
Info 404/943-4935

TVRC Fall Series

10/16 Euless, TX
10/30 Houston, TX
11/13 Rusk, TX
11/27 Tyler, TX
12/4 Burleson, TX
Info 817/282-0408

Nor Cal YSR C'ship Series

10/16 Sacramento, CA

11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship

Road Race Series

11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

AMA Nat'l Arenacross Series

11/4-6 Des Moines, IA
11/18-20 Peoria, IL
12/2-4 Rockford, IL
1/6-8/95 Ft. Worth, TX
1/6-8 San Francisco, CA
1/13-15 Guthrie, OK
1/20-22 Niagara Falls, NY
1/27-29 Topeka, KS
2/3-5 Detroit, MI
2/10-12 Milwaukee, WI
2/17-19 Cincinnati, OH
2/24-26 Denver, CO
Info 817/626-7297

AMA North California Enduro & Qualifier Classics

10/16 Fouts Springs, CA
10/23 Shasta Dam, CA
10/30 Grisly Flats, CA
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 916/624-7407
* Qualifier

AMA No. California Cross Country Series

10/30 Nixon Valley, NV
11/6 Minden, NV
11/13 Prairie City, CA
11/20 Wileyville, CA
11/26 Fallon, CA
Info 408/294-3438

Tucker Rocky Texas Cross Country C'ship Series

10/16 Decatur, TX
10/30 Weatherford, TX

Southeastern Trials Riders Assn. Series

10/15-16 Huntsville, AL
10/29-30 Jasper, TN
Info 404/928-4872

WSMC Road Race Series

10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series

10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

Motor Sports of America Short Track Championship Series

11/5 Evansville, IN
11/19 Steubenville, OH

AMA/District 37 Dual Sport Ride Series

10/22-23 Borrego Springs, CA
11/6 Hesperia, CA
11/13 Riverside, CA
11/25-26 LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
*National Trail Ride event
Info 818/249-2141

GFI Fall Series

Southern Series
10/16 Gorman, CA

Northern Series

10/16 Oatfield, CA
10/23 Hanford, CA
10/30 Hollister, CA
11/6 Oatfield, CA

Arizona Series

10/23 Mountain View, AZ
Info 909/371-3434

CMA Fall Series

10/16 Monterey, CA
10/23 Brentwood, CA
11/6 Madera, CA
Info 209/673-8080

OCTOBER						
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*DENOTES PRO PAYBACK

Oct 14-16

TENNESSEE DRAG RACE - I.D.B.A., World Finals, Memphis Motorsports Park, Memphis. Info: 205/849-7886.

Fri, Oct 14

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-8258.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

OHIO MOTOCROSS - CRA, Summit Moto-X, Akron. Info: 216/482-2971 or 427-6645.

Oct 15-16

* CALIFORNIA MOTOCROSS - CRC/Old Timers MX/Over the Hill Gang National/U.S. Womens Team, L.A. County Raceway, Palmdale. Info: 714/633-9503, 714/754-7305, 310/531-4511 or 805/272-8889.

CALIFORNIA ROAD RACE - Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

* FLORIDA ROAD RACE - AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

* MEXICO MOTOCROSS - Suco Racing Promotions, Tecate Supercross, Stadium Campo de Ensenada, Ensenada, Baja California. Info: 619/561-7797.

OKLAHOMA ROAD RACE - HRRRC, Hallett Motor Racing Circuit, Hallett. Info: 918/446-6657.

* PENNSYLVANIA MOTOCROSS - Ber/Kaz Promotions Inc, Jennerstown. Info: 814/539-3154.

PENNSYLVANIA CROSS COUNTRY - Racer Productions, High Point, Mt. Morris. Info: 304/954-1157.

Sat, Oct 15

* ARIZONA MOTOCROSS - CMC, Thrasherland, Phoenix. Info: 602/979-0207.

CALIFORNIA TT - Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/544-1027 or 368-7182.

CALIFORNIA MOTOCROSS - Racing Enterprises, Veteran Cup Fall Series - Rnd 5, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA SHOW - San Diego Antique Motorcycle Club, 23rd Annual Del Mar Concours D'Elegance International Classic & Antique Motorcycle Show & Parts Exchange, Del Mar. Info 619/753-0105 or 462-7065.

CALIFORNIA DUAL SPORT/STREET BIKE RIDE - Mountain Motorsports, Mountain Mania, Ontario. Info: 909/988-8988.

FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

* GEORGIA SUPERCROSS - TNT Supercross, Carlton. Info: 803/348-3372.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer RACING Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

MASSACHUSETTS ENDURO - NETRA Championship Junior Series, Great Cape Escape Jr, Assonet. Info: 203/875-5757.

* MISSISSIPPI MOTOCROSS - Capital City MX, Pearl. Info: 601/825-5122.

* MISSISSIPPI MOTOCROSS - Southern Regional Motocross Assoc., Super Series, Capital City MX, Jackson. Info: 504/634-2319.

MISSOURI MOTOCROSS - Sprout Patch Competition Inc., Billings. Info: 417/744-2593.

* MISSOURI MOTOCROSS - Challenge Trax Inc., Challenge Trax Moto-X Park, Kingsville. Info: 816/597-3988.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 919/699-3629.

OHIO NIGHT MOTOCROSS - AMA/D-11, Dirt Country Raceway, Blanchester. Info: 513/625-9987, 625-7350, 791-8970.

* OHIO MOTOCROSS - D-11/Kirup Productions, Eastern Motopark, Zanesville. Info: 614/344-3778 or 366-5159.

* TENNESSEE FLAT TRACK - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

* TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

* VIRGINIA MOTOCROSS - AMA, Grand National Series Awards Day, Birch Creek Motorsport, Danville. Info: 804/836-0710 or 792-5355.

Sun, Oct 16

* ALABAMA MOTOCROSS - Troy Miller MX Promotions, Ironman MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA ROAD RACING - Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.

* CALIFORNIA MOTOCROSS - CRC, Glen Helen Raceway, San Bernardino. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series - Final Rnd/South, Hungry Valley, Gorman. Info: 909/371-3434.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series - Rnd 2/North, Oatfield MX, Turlock. Info: 909/371-3434.

CALIFORNIA ENDURO - Oakland Motorcycle Club, 24th Annual, Fouts Springs. Info: 707/253-7585.

CALIFORNIA MOTOCROSS - CMA, Fall Motocross - Rnd 4, Laguna Seca, Monterey. Info: 209/673-8080.

CALIFORNIA ENDURO - Training Wheels/Dist. 37, 15th Annual Ghost Rider Enduro, Lucerne Valley, Lucerne. Info: 909/880-6478.

* CALIFORNIA MOTOCROSS - CMC, Fall Finale Series - Rnd 1, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

CANADA ENDURO - CMA, National Championship, Primrose, Ontario. Info: 905/522-5705.

* COLORADO MOTOCROSS - Bad Boy Promotions, Robert Hanrahan Memorial Motocross, Berthoud. Info: 303/233-7179.

FLORIDA MOTOCROSS - AMA/World Sports, 12th Annual Florida Gold Cup Series, Dade City Raceway, Dade City. Info: 813/894-0439.

FLORIDA MOTOCROSS - 1994 OMP Series/Pee Wee C'ship Series plus fun time races and MX flea market, Orlando MX Park, Orlando. Info: 407/568-2271.

FLORIDA ENDURO - SETRA, Capital City Enduro, Tallahassee. Info: 404/922-8234.

GEORGIA MOTOCROSS - Fall C'ship Series, Lazy River MX Ranch, Dalton. Info: 706/278-1620.

GEORGIA POKER RUN - Silver Moon Entertainment, CANCELLED, H/S Course, Vista. Info: 912/649-2028.

ILLINOIS CROSS COUNTRY - United Off-Road Racing Assn., Morrison. Info: 815/778-3641.

ILLINOIS SHOW - J&P Promotions, 13th Annual M/C Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

INDIANA MOTOCROSS - Haspin Acres Motor Park, Laurel. Info: 513/353-3555.

IOWA HARE SCRAMBLES - AMA/Iowa Enduro Riders Association, Fremont. Info: 515/795-3440.

* KANSAS MOTOCROSS - Outlaw MX Series & Lincoln Cycle Racing, Fall Classic Series, Northeast Kansas MX, Westmoreland. Info: 913/456-2516.

* KANSAS MOTOCROSS - KMSA, G.N.C. qualifier, Great Bend. Info: 316/792-7513.

* KENTUCKY SUPERCROSS - KTMXA/Paris Dirt Trackers, Trigg County Recreation Complex, Cadiz. Info: 901/642-0511.

KENTUCKY HARE SCRAMBLE - AMA, Championship Series, Saddle Back East, Bedford. Info: 502/241-9519.

KENTUCKY MOTOCROSS - AMA, Honda Backwoods Shootout, Daniel Boone Motocross Park, London. Info: 606/877-1364.

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2 P.M.

OCTOBER 16, 1994

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CYCLE NEWS Readers and SUPERCROSS Fans!

Cast your VOTE for the annual

MICKEY THOMPSON Award of Excellence

CYCLE NEWS

Presented by

MTEG

Once again, the fans of Supercross racing will select the winner of the prestigious 1994 Mickey Thompson Award of Excellence to be announced at the annual AMA Awards Banquet on November 19, and presented at the Anaheim Supercross on January 28.

This annual award recognizes the Supercross racer who most embodies the qualities of drive, fan appeal, true grit, determination, professionalism, enthusiasm and on and off-track contributions for the positive growth of the sport...qualities preserved in the memory of the late Mickey Thompson.

Only riders who competed in the 1994 AMA 250cc Supercross Series are eligible for the award provided annually by R.J. Reynolds Tobacco Co. The permanent Mickey Thompson Award of Excellence trophy is on display at the headquarters of Mickey Thompson Entertainment Group.

Previous winners of the award include...

Jeff Stanton-1989 Johnny O'Mara - 1990 J.M. Bayle - 1991
Guy Cooper - 1992 Guy Cooper-1993 ? - 1994

CAST YOUR VOTE IN 1994!

MICKEY THOMPSON

Award of Excellence



VOTING

BALLOT

I vote for (rider name) _____

to win the Mickey Thompson Award of Excellence.

My Name _____

Address _____

City _____

State _____

Zip _____

Clip and Send Ballot (Deadline is November 9, 1994) to:

Cycle News, Mickey Thompson Award of Excellence
P.O. Box 498, Long Beach, CA 90806

One vote per person, you must be 21 years of age or older to vote.



Everyone knows that to make
your other bikes really fly,
you tow them with a CZ.
BERTUS CZ - Jawa
(818) 330-2326

GFI RACING (909) 371-3434

Sun., Oct. 16 GFI Fall Final Rd. 5 - South Hungry Valley
Sun., Oct. 16 GFI Fall Series Rd. 2 - North Oatfield
Sun., Oct. 23 "No Race" In support of GFI Arizona Perris
Sun., Oct. 23 GFI Arizona Fall Championship Tucson, AZ
Sun., Oct. 23 GFI Fall Series Rd. 3 - North Hanford

A RIDER FOR THE RIDERS

Carlsbad Saturday Motocross

No Membership Required

Veteran Cup Fall Series

Saturday, October 15 - Round 5

Saturday, October 22 - Round 6

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GLEN HELEN

EVENT CALENDAR

Sat., Oct. 15 Practice on National Track till Noon
Practice on Vintage Track till 4:00 p.m.
Sun., Oct. 16 CRC MX Gates Open 6:30 a.m.
Thurs., Oct. 20 MX Practice on National and
Vintage Tracks 8:00 a.m. till Dusk
Sat., Oct. 22 No MX Practice Due to
Off-Road Car Race
Sun., Oct. 23 Double Cross GP
Gates Open 6:30 a.m.

Attention, 125-250 National Fans!
If you want an AMA Southern California National in 1995
Call The AMA & Manufacturers and Let Them Know!
Call Now! Time is Running Out!

WHAT'S HAPPENING
WHITE BROTHERS WORLD
VET CHAMPIONSHIP
NOVEMBER 5&6

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1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

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Johnson Valley Championship
National Hare & Hound

October 23rd, 1994

Lucerne Valley, CA

- 30% Trophies - Beginners •
- 20% Trophies - Nov. Thru Exp. •
- Vintage Bikes & Quads Welcome •
- A.M.A. Membership Required •
- Non-District Riders Welcome •

For Info call (909) 982-6136

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

• LOUISIANA TT - Outlaw Racing,
Swampland Raceway, Grand Prairie...
Info: 318/363-3734.

• MARYLAND MOTOCROSS & HARE
SCRAMBLES - AMA/Dist. 7 & 13, Budds
Creek MX Park, Budds Creek. Info:
301/475-2000.

MASSACHUSETTS MOTOCROSS -
New England Sports Committee,
Middleboro. Info: 413/772-0685.

MASSACHUSETTS HARE SCRAMBLES
- NETRA Championship Series, Great
Cape Escape, Assonet. Info: 203/875-
5757.

MASSACHUSETTS TURKEY RUN -
NETRA, Tri State, Winchendon. Info:
203/875-5757.

MISSOURI ENDURO - Black Jack
Enduro Circuit, Collins. Info: 417/345-
6211.

NEVADA MOTOCROSS - Silver State
Motocross/Nevada Oldtimers, Northern
Nevada Dealer Challenge V, Silver State
Raceway, Carson City. Info: 702/267-
4392.

NEW JERSEY MOTOCROSS - AMA/Ken
Landerman/Jay Irwin, Raceway
Motocross Park, Englishtown. Info:
908/446-7800.

• NEW YORK MOTOCROSS - Walden
Playboys MX, AMA sanctioned, Wallkill.
Info: 914/635-9455.

NEW YORK SHORT TRACK -
AMA/Electric City Riders M.C.,
Schenectady. Info: 518/452-2503 or 374-
7979.

• NORTH CAROLINA MOTOCROSS -
Silver Creek Motocross, Morganton. Info:
704/584-8519.

OHIO MOTOCROSS - CRA, Malvern MX
Park, Malvern. Info: 216/262-4945.

OHIO HARE SCRAMBLES - CRA,
Mansfield M.C. Club, Mansfield. Info:
419/524-1347 or 589-8989.

OHIO MOTOCROSS - MRA, Delta
Raceway, Delta. Info: 313/289-2100.

OKLAHOMA MOTOCROSS - RBH, Inc.,
Motorcycle Raceway, Oklahoma City.
Info: 405/751-6616.

• OKLAHOMA MOTOCROSS - Walnut
Creek Motocross Park, Welch. Info:
918/233-7003.

• PENNSYLVANIA SUPERCROSS -
Trail-Way Speedway, Hanover. Info:
717/359-4310.

PENNSYLVANIA HARE SCRAMBLE -
Flying Dutchmen M.C. Inc., Pine Grove.
Info: 717/345-6340 or 345-8734.

PENNSYLVANIA MOTOCROSS - M&G
Racing, Beaver Valley Raceway,
Hookstown. Info: 412/693-2880.

PENNSYLVANIA HARE SCRAMBLES -
M&G Racing, Beaver Valley Raceway,
Hookstown. Info: 412/693-2880.

TENNESSEE MOTOCROSS - AMA,
Christiana Raceway, Christiana. Info:
615/896-3245.

• TENNESSEE SUPERCROSS - Rose
Racing, West TN SX State
Championship, Rose Racing Supercross
Track, Somerville. Info: 901/465-4511.

TEXAS SHOW & SWAP MEET - The Fall
Motorcycle Expo, Show, Swap Meet.
Convention Center, Arlington. Info:
214/216-5520.

TEXAS VINTAGE MOTOCROSS - Texas
Vintage Racing Club, Mosier Valley MX
Park, Euless. Info: 817/282-0408.

VIRGINIA HARE SCRAMBLES -
Peninsula Trailrider Assn., Peninsula
Classic, Newport News. Info: 804/255-
4620 or 877-0836.

• WASHINGTON MOTOCROSS -
Squisher Racing, Horn Rapids ORV Park,
Richland. Info: 509/837-3595.

WASHINGTON MOTOCROSS -
Motocross Northwest, Washougal
Motocross Track, Washougal. Info:
503/673-1671.

Wed, Oct 19

CALIFORNIA DRAG RACE - NHRA/Dave
Smith, Sacramento Raceway,
Sacramento. Info: 916/363-2653.

Oct 21-23

• ARKANSAS MOTOCROSS - GNC
Outlaw Indoor Nationals, Harper Stadium,
Ft. Smith. Info: 817/694-2901.

OREGON SHOW - Portland Motorcycle

Show, Antique, Vintage, Classic and
Custom Motorcycles, Portland Expo
Center, Portland. Info: 503/266-9263.

Fri, Oct 21

CALIFORNIA MOTOCROSS - CMC,
Sacramento Raceway, Sacramento. Info:
916/363-2653.

GEORGIA MOTOCROSS - Thunder
Creek MX, High Falls. Info: 912/994-
6630.

• TEXAS MOTOCROSS - Terry D.
Cordray, Mosier Valley Motocross Park,
Euless. Info: 817/540-0815.

Oct 22-23

CALIFORNIA DUAL SPORT - Mojave
Adventures/D-37, Coyote Canyon - Fish
Creek, Corrego Springs. Info: 619/251-
2477.

CALIFORNIA DRAG RACE & SHOW -
NHRA/Allen Mahan, Sacramento
Raceway, Sacramento. Info: 916/363-
2653.

• JAPAN SUPERCROSS - FIM/MFJ/
MJD Sports Entertainment, Fukuoka
Dome, Fukuoka City. Info: 714/248-
8797.

• NEVADA MOTOCROSS - Northern
Nevada Cycle Assoc., Gold Rush Moto
Park, Carlin. Info: 702/754-6248.

• NEW MEXICO MOTOCROSS -
AMA/New Mexico Competition Club, East
Mountain Sports Park, Moriarty. Info:
505/888-7312 or 505/896-0200.

• TENNESSEE MOTOCROSS - Victory
Sports, Honda Top Gun Showdown,
Muddy Creek Raceway, Blountville. Info:
615/323-5497.

Sat, Oct 22

ALABAMA MOTOCROSS - Mosier
MX/Rocket City Raceway and Huntsville
Jaycees, Madison County Fairgrounds,
Huntsville. Info: 205/772-3108.

CALIFORNIA TT - Lodi Motorcycle Club,
Lodi Cycle Bowl, Lodi. Info: 209/544-1027
or 209/368-7182.

CALIFORNIA MOTOCROSS - Old
Timers MX, Perris Raceway, Perris. Info:
714/633-9503.

CALIFORNIA MOTOCROSS -
W.S.D.R.A., Willow Springs Raceway,
Rosamond. Info: 818/360-6258.

CALIFORNIA MOTOCROSS - Racing
Enterprises, Veteran Cup Fall Series -
Rnd 6, Carlsbad Raceway, Carlsbad.
Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMA/Bill
Benbow, Pioneer Arena, Oakdale. Info:
209/524-1432.

FLORIDA MOTOCROSS - 1994 OMP
Series/Pee Wee Championship Series,
Orlando MX Park, Orlando. Info: 407/568-
2271.

INDIANA SPORT TOUR - Honda Sport
Touring Association, Margy's Cook Out,
Greenfield. Info: 317/936-5818.

• INDIANA MOTOCROSS - Haspin Acres
Motocross, Laurel. Info: 513/353-3555.

IOWA FLAT TRACK - Iowa State
Fairgrounds, Pioneer RACING Pavilion,
Des Moines. Info: 515/265-6439 or
515/289-2140.

• MISSOURI MOTOCROSS - Challenge
Trax Inc., Challenge Trax Moto-X Park,
Kingsville. Info: 816/597-3988.

• NEW YORK MOTOCROSS - Long
Island Sports Committee/Joseph Merrill,
Bridgehampton Race Track,
Bridgehampton. Info: 516/924-2399.

• NORTH CAROLINA MOTOCROSS -
Wilkes Co. MX/Ponderosa, First Annual
Fall Series, Wilkes Co. Moto-X Park,
Lenoir. Info: 704/758-4342.

NORTH CAROLINA MOTOCROSS -
East Bend Speedway, East Bend. Info:
919/699-3629.

• OHIO MOTOCROSS - AMA/American
Motocross, Inc., Vinton County
Fairgrounds, McArthur. Info: 614/596-
2057.

• TENNESSEE FLAT TRACK - Dallas
Ricker Complex, Northeast Tennessee
Raceway, Greeneville. Info: 615/234-
0772.

Sun, Oct 23

• ARIZONA MOTOCROSS - GFI Racing,
GFI Fall Series Championship, Tucson.
Info: 909/371-3434.

CALIFORNIA FLAT TRACK -
W.S.D.R.A., Willow Springs Raceway,
Rosamond. Info: 818/360-6258.

• CALIFORNIA MOTOCROSS - CRC,
Sunrise Cycle Park, Adelanto. Info:
805/272-8889.

• CALIFORNIA MOTOCROSS - GFI
Racing, GFI Fall Series - Rnd 3/North,
Hanford. Info: 909/371-3434.

CALIFORNIA MOTOCROSS - CMA, Fall
Motocross Series - Rnd 5, Sandhill
Ranch, Brentwood. Info: 209/673-8080.

CALIFORNIA HARE & HOUND - 100's
MC/D-37, 27th Annual Johnson Valley
Championship, Lucerne Valley, Lucerne.
Info: 909/982-6136.

CALIFORNIA TT - Lodi Motorcycle Club
and Engines Only, 3rd Annual 100cc
Mini-cycle National, Lodi Cycle Bowl,
Lodi. Info: 209/544-1027 or 408 371-
6871.

CONNECTICUT ENDURO - NETRA
Championship Series, Cockaponset,
Chester. Info: 203/875-5757.

FLORIDA MOTOCROSS - AMA/World
Sports, 12th Annual Florida Gold Cup
Series, Gatorback, Gainesville. Info:
813/894-0439.

• FLORIDA MOTOCROSS - R.P.M.C.,
Homestead MX track, Homestead. Info:
305/587-8107.

GEORGIA MOTOCROSS - Silver Moon
Entertainment, Hidden Canyon Raceway,
Buena Vista. Info: 912/649-2028.

GEORGIA FLAT TRACK & TT - AHRMA,
Holiday Downs, Palmetto. Info: 404/463-
2000.

• GEORGIA SUPERCROSS - TNT
Supercross, Carlton. Info: 803/348-3372.

ILLINOIS MOTOCROSS - United Off-
Road Racing Assn., Morrison. Info:
815/778-3641.

ILLINOIS TRIALS - Forest City Riders,
Byron. Info: 815/963-9311.

• INDIANA GRAND PRIX - Haspin Acres
Motor Park, Laurel. Info: 513/353-3555.

IOWA ENDURO - AMA/Iowa Enduro
Riders Association, Reinbeck. Info:
515/795-3440.

• KANSAS HARE SCRAMBLES -
K.O.R.R., 2-man, Sprockets II, Derby.
Info: 316/636-5113.

• KANSAS HARE SCRAMBLES - Santa
Fe Trails Cycle Park, Eastern Kansas
Hare Scrambles Series, Carbondale. Info:
913/456-2516.

• KANSAS MOTOCROSS - K.M.S.A.,
G.N.C. qualifier, Sports Complex, Great
Bend. Info: 316/792-7513.

• LOUISIANA MOTOCROSS - Southern
Regional Motocross Association, Super
Series, Riverside Motocross, Denham
Springs. Info: 504/634-2319.

MARYLAND MOTOCROSS - Antietam
Motorcycle Club, Inc., Hagerstown. Info:
301/797-8886 or 301/797-1607.

MASSACHUSETTS MOTOCROSS -
New England Sports Committee,
Southwick. Info: 413/772-0685.

MASSACHUSETTS SHOW - The Yankee
Beemers, Inc., European Motorcycle Day,
Larz Anderson Park, Brookline. Info:
617/522-6547, 508/754-0199.

MICHIGAN SWAP MEET - Half Mile
Cycle Race Corp., Michigan State
Fairgrounds, Detroit. Info: 616/941-0815.

• NEBRASKA MOTOCROSS - Outlaw
MX Series, Fall Classic Series, White
Sands Raceway, Ashland. Info: 913/456-
2516.

NEVADA MOTOCROSS - Silver State
Motocross/Nevada Oldtimers, Northern
Nevada Dealer Challenge V, Silver State
Raceway, Carson City. Info: 702/267-
4392.

• NEW YORK MOTOCROSS - Western
N.Y. Sports Committee/Track-side
Racing, Inc., Batavia. Info: 716/594-0482.

• NORTH CAROLINA HARE SCRAMBLE
- Yamaha Challenge, Shelby. Info:
704/484-9000 or 937-9177.

• NORTH CAROLINA MOTOCROSS -
N.A.M.E., Rolling Hills Cycle Park,
Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS -
American Moto-x Circuit/Dirt World
Promotions, Dirt World Challenge,
Montrose Moto-x Park, Raeford. Info:
919/554-4467.

OHIO MOTOCROSS - CRA, Ohio

International, Ravenna. Info: 216/369-5993.

OHIO HARE SCRAMBLES - CRA, Broken Spokes, New Philadelphia. Info: 216/339-9265.

OHIO MOTOCROSS - AMA/District 11/Action Sports Promotions, Inc., Nelsonville. Info: 614/594-6686.

OHIO MOTOCROSS - AMA/The Dayton Motorcycle Club, DMC Clubgrounds, Dayton. Info: 513/263-9321.

OKLAHOMA MOTOCROSS - Oklahoma State Championship Series, Elk City MX Park, Elk City. Info: 405/243-1723.

PENNSYLVANIA HARE SCRAMBLE - Flying Dutchmen M.C. Inc., Pine Grove. Info: 717/345-6340 or 345-8734.

PENNSYLVANIA HARE SCRAMBLES - AMA/Racer Productions, State Championships, Brownsville-Luzerne City Park, Brownsville. Info: 304/594-1157.

SOUTH CAROLINA SHORT TRACK - Carolina Dirt Track Series, Conway Raceway, Conway. Info: 803/626-1982.

SOUTH CAROLINA MOTOCROSS - Jeff Kilgore, Low CCountry Motocross Track, Hardeeville. Info: 803.784-2408.

TENNESSEE MOTOCROSS - KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.

TEXAS VINTAGE MOTOCROSS - AHRMA Texas/Southwestern Region Motocross Series, Lakeside Raceway, Bastrop. Info: 713/463-4549 or 855-1733.

WASHINGTON MOTOCROSS - Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WASHINGTON ROAD RACE - WMRR, Seattle International Raceway, Kent. Info: 206/972-4499.

WASHINGTON ARENACROSS - Webb Hill Racing/CMC, North Central Washington Fairgrounds, Waterville. Info: 206/854-0769.

WISCONSIN MOTOCROSS - Great Lakes Dragway, Union Grove. Info: 414/878-3783.

Wed, Oct 26

CALIFORNIA DRAG RACE - NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, Oct 28

CALIFORNIA MOTOCROSS - Rojo Productions, Halloween Race, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

OHIO MOTOCROSS - CRA, Summit Moto-X, Akron. Info: 216/482-2971 or 427-6645.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Oct 29-30

CALIFORNIA POKER RUN - BLM/LaRana Desert Racing, B.F. Goodrich/AXO Sport, Toys for Tots, Barstow. Info: 619/252-3093.

FLORIDA MOTOCROSS - AMA/Florida MX Club, Fall Classic, Motocross of Marion County, Reddick. Info: 904/591-2050 or 591-2377.

ILLINOIS CROSS COUNTRY - United Off-Road Racing Assn., Morrison. Info: 815/778-3641.

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

NEVADA ROAD RACE - Las Vegas Speedway Park Series, Las Vegas. Info: 702/593-0023.

PENNSYLVANIA CROSS COUNTRY - AMA/Racer Productions, Brownsville Park 2, Brownsville. Info: 304/594-1157.

Sat, Oct 29

ALABAMA MOTOCROSS - Moster MX/Rocket City Raceway and Huntsville Jaycees, Madison County Fairgrounds, Huntsville. Info: 205/772-3108.

CALIFORNIA TT - Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/544-1027 or 368-7182.

CALIFORNIA MOTOCROSS - GFI Racing GFI Super Saturday, Perris Raceway, Perris. Info: 909/371-3434.

FLORIDA MOTOCROSS - West Fl. Motocross Park, Milton. Info: 904/623-6038.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

MISSOURI MOTOCROSS - Sprout Patch

Competition Inc., Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax Inc., Challenge Trax Moto-X Park, Kingsville. Info: 816/597-3988.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 919/699-3629.

OHIO MOTOCROSS - AMA/Dist 11, Honda Hills, Linnville. Info: 614/323-3766.

TENNESSEE FLAT TRACK - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

Sun, Oct 30

ALABAMA MOTOCROSS - Troy Miller MX Promotions, Ironman MX Park, Warrior. Info: 205/663-0963.

ARIZONA MOTOCROSS - CMC Arizona, Yuma Speedway, Yuma. Info: 602/979-0207.

CALIFORNIA MOTOCROSS - Old Timers MX/Over the Hill Gang, Special race, new track. So Cal Raceplex, Victorville. Info: 714/633-9503.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series - Rnd 1, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Racing, Fall Series - Rnd 4/North, Hollister. Info: 909/371-3434.

CALIFORNIA MOTOCROSS - CMA/Bill Benbow, Pioneer Arena, Oakdale. Info: 209/524-1432.

CALIFORNIA DUAL SPORT - AMA/D-36, Moto-Sports, Lake Pillsbury, Upper Lake. Info: 415/965-9732.

CALIFORNIA OBSERVED TRIALS - AMA/ATA/Plunkers Trials Club, Rnd 10, Cougar Buttes, Lucerne Valley. Info: 714/633-5070.

CONNECTICUT TURKEY RUN - NETRA, Pachaug, Central Village. Info: 203/875-5757.

GEORGIA MOTOCROSS - Fall Championship Series - Rnd 5, Echelon MX, Macon. Info: 912/788-8227 or 956-5420.

IDAHO MOTOCROSS - Owyhee Motorcycle Club, O.M.C. Clubgrounds, Boise. Info: 208/384-5512.

INDIANA MOTOCROSS - AMA District 15/Hoosier Hilltoppers M/C, Uniontown. Info: 812/522-1522.

IOWA MOTOCROSS - AMA/Stalene Trialriders Assn., Lamoni. Info: 515/784-6121.

KANSAS MOTOCROSS - K.O.R.R., Fall Championships, Green Acres MX Park, Marion. Info: 316/636-5113.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

KENTUCKY POKER RUN - AMA, Daniel Boone National Forest, London. Info: 606/877-1364.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

NEBRASKA MOTOCROSS - Outlaw MX Series & Lincoln Cycle Racing, Fall Classic Series, Midwest MX Assn., Palmyra. Info: 913/456-2516.

NEVADA MOTOCROSS - Silver State Motocross/Nevada Oldtimers, Northern Nevada Dealer Challenge V, Silver State Raceway, Carson City. Info: 702/267-4392.

NEVADA HARE SCRAMBLES - The Motorcyclist Racing Assoc. of Nevada/So. Nev. Jackrabbits, Mercury. Info: 702/655-9325.

NEW YORK MOTOCROSS - Walden Playboys MX, AMA sanctioned, Walkill. Info: 914/635-9455.

NEW YORK MOTOCROSS - Frozen Ocean Motocross Park, Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - North Country Rider Assn., Deer Ridge Raceway, Canton. Info: 315/265-6042.

NEW YORK MOTOCROSS - AMA/Dist 3, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849-9615.

NEW YORK MOTOCROSS - Long Island Sports Committee/Joseph Merrill, Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

NORTH CAROLINA MOTOCROSS - Wilkes Cop & Ponderosa MX, First Annual Fall Series, Marhsall. Info: 704/645-3097.

OHIO MOTOCROSS - CRA, Malvern MX Park, Malvern. Info: 216/262-4945.

OHIO HARE SCRAMBLES - CRA, Amherst. Info: 216/988-9100.

OHIO MOTOCROSS - Dynamic Promotions, Hidden Hills Raceway, Athens. Info: 614/593-6704.

OKLAHOMA MOTOCROSS - Walnut Creek Motocross Park, Welch. Info: 918/233-7003.

OKLAHOMA MOTOCROSS - RBH, Inc., GNC qualifier, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

PENNSYLVANIA HARE SCRAMBLE - Flying Dutchmen M.C. Inc., Pine Grove. Info: 717/345-6340 or 345-8734.

PENNSYLVANIA MOTOCROSS - AMA/Dist 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.

TENNESSEE DUAL SPORT - Jim's M/C Sales, 60% dirt, 40% street, Johnson City. Info: 615/926-5561.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Rio Bravo MX Park, Houston. Info: 817/282-0408.

Nov 4-6

IOWA ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Veterans Auditorium, Des Moines. Info: 817/626-7297.

Nov 5-6

CALIFORNIA MOTOCROSS - Old Timers MX/White Bros. National. No points for OTMX. Perris Raceway, Perris. Info: 714/633-9503.

Sat, Nov 5

CALIFORNIA MOTOCROSS - WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday, Perris Raceway, Perris. Info: 909/371-3434.

CALIFORNIA MOTOCROSS - Rojo Productions, Racer Appreciation Night, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

KENTUCKY MOTOCROSS - Adventure Sports, Edmonson MX, Brownsville. Info: 502/286-8334.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

MISSISSIPPI MOTOCROSS - Capital City MX, Pearl. Info: 601/825-5122.

OHIO MOTOCROSS - AMA/D-11, Dirt Country Raceway, Blanchester. Info: 513/625-9987, 625-7350, 791-8970.

OHIO MOTOCROSS - AMA/Dist. 11, Honda Hills, Linnville. Info: 614/323-3766.

Sun, Nov 6

ALABAMA ENDURO - SETRA, 25th Annual Gobbler Getter Enduro, Maplesville. Info: 404/922-8234.

ARIZONA MOTOCROSS - CMC Arizona, Mountain View, Tucson. Info: 602/979-0207.

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA ROAD RACE - CMRRA, 50-80cc GP, Amago Raceway, Palomar. Info: 909/674-2007.

CALIFORNIA ROAD RACING - Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Final North, Oatfield MX, Turlock. Info: 909/371-3434.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series - Rnd 2, Sunrise Cycle Park, Adelanto. Info: 805/272-8889.

CALIFORNIA TT - Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/544-1027 or 368-7182.

CALIFORNIA MOTOCROSS - CMA, Fall Motocross Series, Madera. Info: 209/673-8080.

CALIFORNIA DUAL SPORT - Chaparrals M.C., Lucerne Valley. Info: 714/528-3007.

CONNECTICUT ENDURO - NETRA Championship Series, Black & Blue, Stafford. Info: 203/875-5757.

FLORIDA MOTOCROSS - 3rd Annual Maxima Marathon, 1994 OMP Series Finale, Pee Wee C'ship Series, Central Florida Yamaha Dealers Fun Day, Orlando MX Park, Orlando. Info: 407/568-2271.

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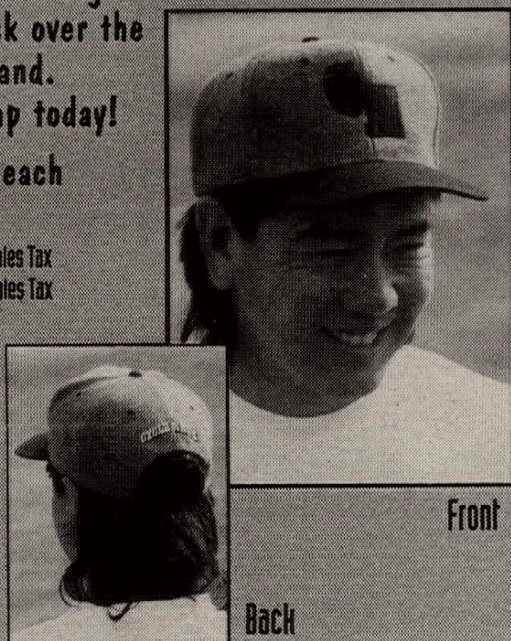
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Front

Back

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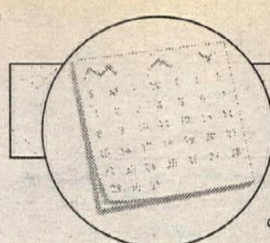
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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

• FLORIDA MOTOCROSS - RPMC, Homestead MX Track, Homestead. Info: 305/587-8107.

GEORGIA MOTOCROSS - Silver Moon Supercross, Fall Series Finale, Hidden Canyon Raceway Motocross, Buena Vista. Info: 800/531-0677 or 912/649-2028.

ILLINOIS MOTOCROSS - U.O.R.R.A., Morrison. Info: 815/778-3641.

• INDIANA MOTOCROSS - Haspin Acres Motor Park, Laurel. Info: 513/353-3555.

INDIANA HARE SCRAMBLES - AMA/IN, IL, KY Enduro Riders, Balck Coal National, Lynnville. Info: 812/423-2710.

IOWA OBSERVED TRIALS - AITRA, Amboy Trail Ranch, Newton. Info: 515/753-7317.

• KANSAS HARE SCRAMBLES - K.O.R.R., 1-man, Sprockets II River Track, Arkansas City. Info: 316/636-5113.

KENTUCKY MOTOCROSS - AMA, Daniel Boone Motocross Park, Sheltonwee Series, Toys for Tots, London. Info: 606/877-1364.

• LOUISIANA SHORT TRACK - Outlaw Racing, Swampand Raceway, Grand Prairie. Info: 318/363-3734.

MARYLAND HARE SCRAMBLES - Antietam Motorcycle Club, Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

• NEBRASKA MOTOCROSS - Outlaw MX Series & Lincoln Cycle Racing, Fall Classic Series, White Sands Raceway, Ashland. Info: 913/456-2516.

NEVADA MOTOCROSS - Silver State Motocross/Nevada Oldtimers, Northern Nevada Dealer Challenge V, Fernley. Info: 702/267-4392.

NORTH CAROLINA MOTOCROSS - American Motocross Circuit/Dirt World Promotions, Dirt World Challenge, Montrose Moto-X Park, Raeford. Info: 919/554-4467.

• NORTH CAROLINA MOTOCROSS - N.A.M.E., Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO HARE SCRAMBLES - CRA, Mansfield M.C. Club, Mansfield. Info: 419/524-1347 or 589-8989.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

PENNSYLVANIA HARE SCRAMBLES - AMA/Dist 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.

• SOUTH CAROLINA HARE SCRAMBLE - Stateline Motorcycle Club, Red Hollow Hare Scramble, Greer. Info: 704/484-9000 or 937-9177.

TENNESSEE MOTOCROSS - KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

VIRGINIA HARE SCRAMBLES - Tidewater Dirt Riders, State Championship Series, Surry 100, Surry. Info: 804/488-6315 or 483-8039.

Nov 11-12

TEXAS SPORT TOURING - Honda Sport Touring Association, Texas Hill Country. Info: 817/467-3189.

Sat, Nov 12

• ARIZONA MOTOCROSS - CMC Arizona, Thrasherland, Phoenix. Info: 602/979-0207.

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA MOTOCROSS - Rojo Productions, Turkey Bowl, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

CALIFORNIA ENDURO - California Enduro Riders Assoc./D-36, Fools Gold Training Wheels Enduro, Morning Star Resort, Foresthill. Info: 209/833-0503.

• FLORIDA MOTOCROSS - County Line Raceway, Opa. Info: 813/755-8700.

GEORGIA SUPERCROSS - Silver Moon Entertainment, Silver Moon SX Track, Buena Vista. Info: 912/649-2028.

GEORGIA MOTOCROSS & TRIALS - AHRMA, Holiday Downs, Palmetto. Info: 404/463-2000.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

• KENTUCKY MOTOCROSS - Adventure Sports, Edmonson MX, Brownsville. Info: 502/286-8334.

OHIO MOTOCROSS - AMA/D-11, Dirt Country Raceway, Blanchester. Info: 513/625-9987, 625-7350, 791-8970.

Sun, Nov 13

• CALIFORNIA MOTOCROSS - Motowest Racing/CMA, Hi-Point Series - Rnd #1, Laguna Seca MX Facility, Monterey. Info: 408/238-8208 or 415/587-8678.

• CALIFORNIA MOTOCROSS - CRC, Sponsorship Series - Rnd 3, L.A. County County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SWAP MEET - So. Cal. BSA Owners Club, All British Swap Meet, Santa Fe Springs. Info: 805/273-7005.

CALIFORNIA HARE SCRAMBLES - AMA/Dist. 36/Dirt Diggers North M.C., 23rd Annual Lilliputian Hare Scrambles, Prairie City SVRA, Sacramento. Info: 916/962-3760.

CONNECTICUT HARE SCRAMBLES - NETRA Championship Series, Windswept, Barkhamsted. Info: 203/875-5757.

• FLORIDA MOTOCROSS - Southeastern Regional Championship,

Motocross of Marion County, Reddick. Info: 904/591-2050 or 591-2377.

GEORGIA FLAT TRACK & TT - AHRMA, Holiday Downs, Palmetto. Info: 404/463-2000.

ILLINOIS CROSS COUNTRY - U.O.R.R.A., Morrison. Info: 815/778-3641.

INDIANA HARE SCRAMBLE - Stoney Lonesome Inc, team race, Columbus. Info: 812/342-4411.

• KANSAS HARE SCRAMBLES - K.O.R.R., 1-man, Silver City MX Park, Sterling. Info: 316/636-5113.

• KENTUCKY HARE SCRAMBLES - Eastern Kansas Series, Santa Fe Trails Cycle Park, Carbondale. Info: 913/456-2516 or 836-9171.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS TURKEY RUN - NETRA, Slippery Rock II, Gardner. Info: 203/875-5757.

• NORTH CAROLINA MOTOCROSS - AMA/Elizabeth City Motorcycle Club, Elizabeth City MX Track/Competition Park, Elizabeth City. Info: 804/548-1052.

NORTH CAROLINA MOTOCROSS - American Moto-X Circuit/Dirt World Promotions, Dirt World Challenge, Gillburg Moto-X Park, Henderson. Info: 919/554-4467.

• NORTH CAROLINA MOTOCROSS - Wilkes Co./Ponderosa MX, First Annual Fall Series, Wilkes Co. Moto-X Park, Lenoir. Info: 704/758-4342.

OHIO HARE SCRAMBLES - CRA, Mansfield. Info: 419/524-1347 or 419/589-8989.

OHIO MOTOCROSS - AMA/Dist 11/ Honda Hills, Linnville. Info: 614/323-3766.

OKLAHOMA MOTOCROSS - GNC qualifier, Lawton Moto-X Park, Lawton. Info: 405/355-1106.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen M.C. Inc, Pine Grove. Info: 717/345-6340 or 345-8734.

SOUTH CAROLINA MOTOCROSS - Hammer 'n Hank Racing, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.

TENNESSEE HARE SCRAMBLE - SETRA, Volunteer Hare Scrambles, Bull Gap. Info: 706/468-1328.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Thunder Mountain Motorsports Complex, Rusk. Info: 817/282-0408.

WISCONSIN SHOW - J&P Promotions, 10th Annual M/C Parts Extravaganza, Wisconsin State Fair Park, Trademart Exhibit Hall, Milwaukee. Info: 319/462-6011.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): () _____

Your name: _____

WANT ADS

HELP WANTED

Motorcycle Technicians

Tired of turning wrenches? Looking for a rewarding career? Technical Instructors are needed at our Phoenix, AZ and Orlando, FL campuses. Teaching experience not required. If you have a strong desire to help others learn and succeed and have a minimum 5 years recent motorcycle dealership experience we offer paid training, growth potential, 5 day work week and paid vacation. If this sounds like the opportunity you've been waiting for call today! Larry Barrington in Phoenix at (602) 869-9644 (1-800-528-7995) or Bernie Thompson in Orlando at (407) 240-2422 (1-800-342-9253). EOE. (238-41)

MOTORCYCLE TECHNICIAN, west central Florida, must be experienced and have references. Honda of Crystal River, 1917 North Highway 19, Crystal River, Florida 34428. (904) 795-4832. FL. (338-41)

M/C, ATV & PWC Tech

Kawasaki and Yamaha dealer in Louisville, Kentucky. Looking for customer service oriented mechanic with verifiable experience. Great opportunity to expand a top notch service department. Year round employment with benefits. Call (502) 968-0162 or fax letter of interest (502) 968-7730. KY. (339-41)

Supertrapp/Kerker Needs You

R&D positions including fabricators and prototypers. Customer sales and service positions also available. Send resume to: Supertrapp Industries Inc., P.O. Box 602230, Cleveland, Ohio 44102. (216) 281-7810. (238-41)

Service Technician

Need experienced technician for motorcycles, ATV, snowblowers and watercraft. Please contact Bill at (908) 356-1193 for an interview. NJ. (339-42)

H.R.C. Race Team Mech/Service Mgr.

Join the fastest growing motocross racing team and dealership in the U.S. R&R Sportcenter, your H.R.C. headquarters. Immediate opening and full time employment. Only qualified need apply. Rich (805) 238-4755. CA. (239-41)

Pacific Northwest

Mechanic, Technician, rider needed 95% off road KTM-Husqvarna parts; computer, communication skills necessary, must be at the top of the class for talent and experience. Enthusiast type dealership. Fax resume to: 1(503) 666-5335. OR. (239-41)

Parts & Accessory Specialists

Southern California Honda Suzuki dealership 15 years in business and expanding, looking for experienced parts person. Top pay and benefits ask for Bill. (805) 486-6303. CA. (239-TFN)

Mechanic Wanted

Expanding L.A. area BMW dealership looking for experienced mechanic. BMW certification a plus. Call Bob at Brown Motor Works. (909) 629-2132. CA. (340-41)

Mechanic Wanted

Honda marine and small engine, light welding helpful. Includes repair of amusement rides. (714) 848-1116. CA. (340-43)

Florida-Parts & Accessory Specialist

High volume Yamaha Sea-Doo dealer needs experienced full time person. Good pay and benefits. Fax or send resume to: Barney's Motorcycle Sales, 10411 Gandy Blvd., North St. Petersburg, FL 33702. Fax (813) 578-2105. FL. (240-41)

HELP WANTED: FULL time employee of major manufacturer. Flexible, hardworking, assisting in all aspects of the business, including racing service, customer service and warehousing. Please send resume to: 333 South Hope Street, Suite 2550, Los Angeles, California 90071. CA. (240-43)

Service Technician

Established Honda/Suzuki/Sea-Doo dealer located in California desert resort area, seeking experienced motorcycle and personal watercraft service technician. Excellent benefits/growth opportunity. (619) 324-5633. CA. (240-41)

Experienced Parts Person

Established Honda/Suzuki/Sea-Doo dealer located in California desert resort area, seeking experienced motorcycle and personal watercraft parts person. Excellent benefits/growth opportunity. (619) 324-5633. CA. (240-41)

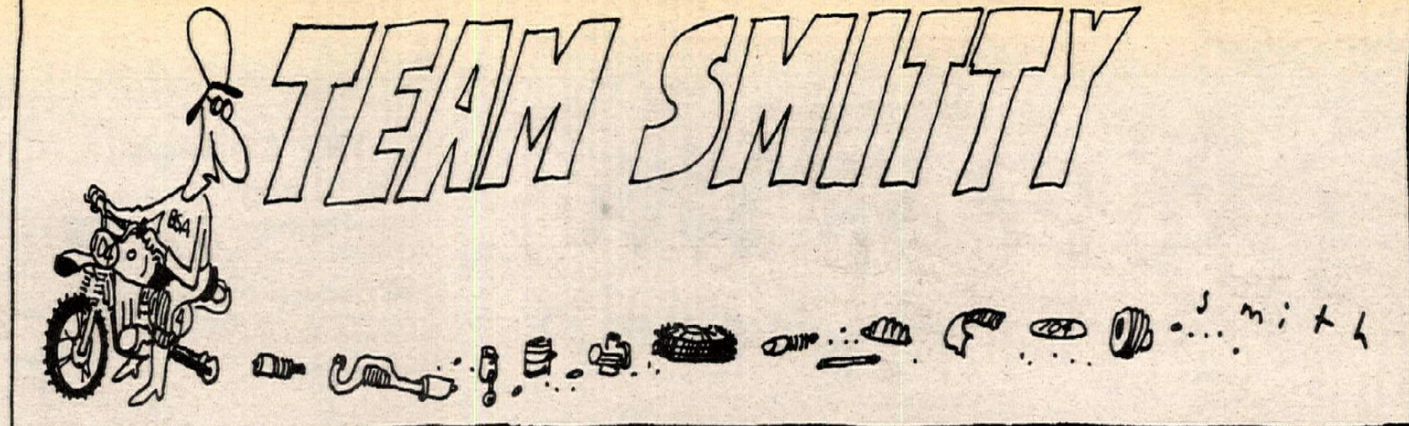
WANTED: GOOD EXPERIENCED mechanic. Small shop needs a good man that can perform all phases of repairs. Pleasant small town next to university, lakes, etc. Call Mr. Delaney. (803) 882-6787 daytime, (803) 882-0357 evening. (240-43)

Acerbis USA

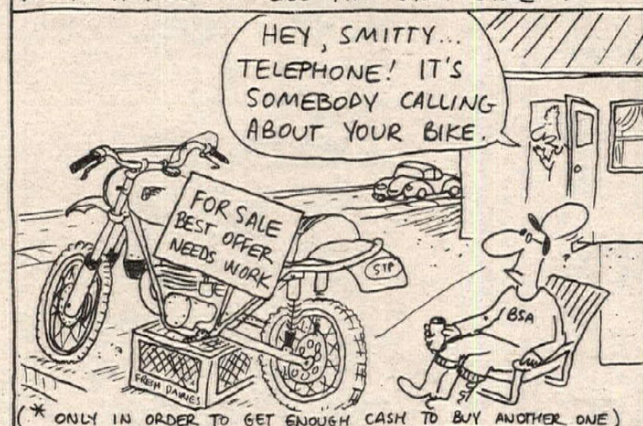
Is now accepting resumes for their telemarketing/order entry division. Applicants must be team players who are knowledgeable in the off road motorcycle market. Acerbis offers a competitive compensation package and an enthusiastic work environment. Mail inquiries to: Acerbis USA, 9402 Wheatlands Court, Suite A, Santee, CA 92071. Attn: Rob Gladden. No phone calls please. CA. (240-41)

Marketing Administrator

White Brothers is in need of a Marketing Administrator. Fast paced, exciting environment. Thoroughly familiar with our industry. Marketing experience a must, including desktop publishing, advertising, etc. Salary and benefit package. Send resume and salary requirements to: White Brothers, Attn: Human Resources, 24845 Corbit Place, Yorba Linda, CA 92687. No phone calls please. CA. (240-41)



TEAM SMITTY, AMERICA'S FAVORITE ABSENTEE-CARTOON CHARACTER, IS HARD AT WORK TRYING TO SELL HIS DIRT BIKE...



.06 SECONDS LATER...



YOU SEE, I'M A COLLECTOR OF RARE VINTAGE DIRT BIKES, AND I'M WILLING TO PAY TOP DOLLAR FOR YOURS! I'LL BEAT ANYONE'S OFFER! I MUST HAVE IT!



SMITTY, HIS BRAIN BEING SLOWER THAN MOST, NEEDED A MOMENT TO PROCESS THIS INFORMATION AND RE-THINK HIS PRICING STRATEGY...



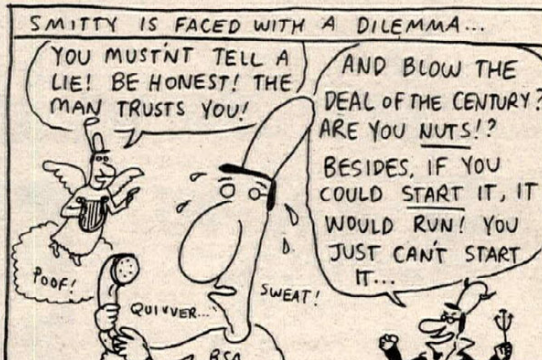
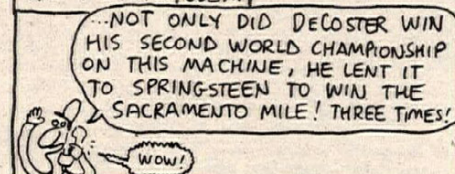
I'M SORRY TO KEEP YOU WAITING, BUT I HAD A LONG-DISTANCE CALL ON ANOTHER LINE FROM A WEALTHY JAPANESE INVESTOR. HE WAS PRACTICALLY BEGGING ME TO SELL HIM THIS BIKE.



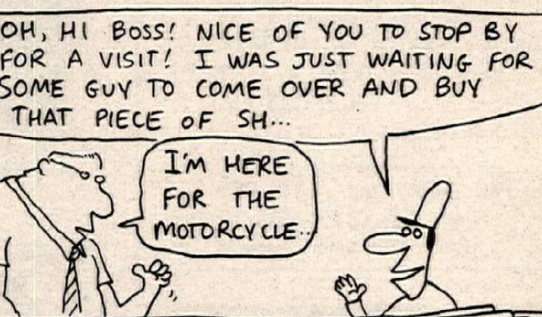
YES, I SUPPOSE (YAWN) CASH WILL BE FINE... IT'S (AHEM) FIVE THOUSAND... AND... NINE HUNDRED... AND NINETY NINE DOLLARS.



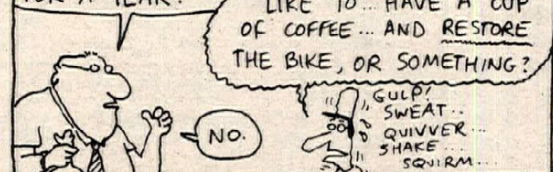
HIS THINKING "CLOUDED" BY THE PROSPECT OF UNTOLD WEALTH, OUR HERO, (LIKE MANY SALESMEN), TAKES CERTAIN "LIBERTIES" WITH THE TRUTH IN DESCRIBING THE ATTRIBUTES OF HIS MOTORCYCLE...



SMITTY DECIDES TO COMPROMISE HIS INTEGRITY A WEE-BIT...



HERE'S FIVE THOUSAND NINE HUNDRED AND NINETY-NINE DOLLARS AND NINETY-NINE CENTS IN CASH. I'M LEAVING RIGHT NOW FOR THE VINTAGE HILLCLIMB NATIONAL IN UTAH. TAKING THE WHOLE FAMILY. WE'VE HAD THIS TRIP PLANNED FOR A YEAR.



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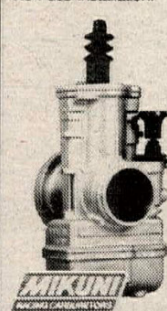
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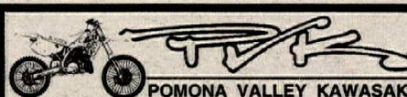
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Sales Manager

Are you a top salesperson at your present motorcycle dealership? Looking to make the next move up? We're looking for the right person, with knowledge of the business to be the sales manager at our Sioux Falls store. Top wage and benefit package. Send resume to Jim LeTendre, c/o Midwest Motorsports, RR1, Box 493, Yankton, South Dakota 57078. SD. (341-42)

CALIFORNIA SPORTBIKE Racing performance road race mechanic, two years experience, Japanese sportbikes, tools a plus, beach location, six days plus track weekends, responsible, clean, motivated, top rate pay. (714) 642-0104. CA. (141)

CALIFORNIA SPORTBIKE Racing counter person for walk in, telephone, and service sales, top commission, computer literate, (2) two years experience, knowledge, integrity, personal, beach location, track weekends. (714) 642-0104. CA. (141)

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We need a good Suzuki service manager and technicians to expand our professional Suzuki, Polaris, and Tigershark dealership. Time to make the bucks, call now! (818) 980-3715. CA. (241-TFN)

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O'Neal USA. Immediate off-road/in-house sales position open for a motivated, energetic team player/enthusiast. Motorcycle industry sales experience required! Excellent benefits, a good working atmosphere. Fax resume Attn: Kurt Menslage. (818) 882-0435. CA. (241-42)

TEMPLE CITY Honda Kawasaki, experienced motorcycle, watercraft mechanic needed. (818) 287-6167. Ask for John P. CA. (341-44)

Salesperson

Established Honda/Suzuki/Sea-Doo dealer, located in the California desert resort area, seeking aggressive salesperson experienced in motorcycle and personal watercraft sales. Excellent benefits and growth opportunity. (619) 324-5633. CA. (241-42)

TAKE CONTROL of our parts. Cole Bros. Suzuki, Polaris, Tigershark is looking for a great parts man. Time to make \$\$\$\$. (818) 980-3715. CA. (238-TFN)

Service Technician

Looking for a change? Growing dealership in N.W. Arkansas is looking for a full time service technician. Yamaha-Kawasaki experience helpful. Wages based on experience. Small town atmosphere, excellent place to raise a family. Fax resume to (501) 524-6846 or call 1(800) 755-1437. AR. (341-44)

Motorcycles for Movies

Has an opportunity for an all-round, expert, mature rider is who is capable of promoting themselves and the business. A knowledge of cameras, the movie and TV commercial business and sidecar riding is a plus. Income potential \$50-\$100k. Must not be afraid of commitment and hard work. Fax your resume to (310) 477-9418. CA. (341)

Harley-Davidson Technician Needed

Immediate opening for experienced Harley mechanic. Call Buddy Stubbs at (602) 971-3400 or send resume to: Arizona Harley-Davidson, 13401 North Cave Creek Road., Phoenix, AZ. 85022. AZ. (341-44)

SERVICE MANAGER - TECHNICIANS H-D BMW dealership needs experienced workers. Full time, insurance, excellent pay and benefits. Contact Ken McCoy, US 41, Green Bay, WI 54303 or 1(800) 236-1729. WI. (234-TFN)

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ACCOUNTING PROFESSIONAL seeks challenging position in the motorcycle industry. Experienced as Controller in manufacturing facilities. Willing to relocate. Please contact Fred Duda, 54 Jacques Road, Danielson, CT 06239. CT. (341)

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Dealership For Sale

Suzuki Kawasaki dealership located in the mid-west. \$150,000 includes all inventory, low start up cost. Division V, P.O. Box 498, Long Beach, CA 90801-0498. (138-41)

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1971 NORTON COMMANDO 750, \$3,000. (818) 347-4435. CA. (138-41/C)

Wanted 1973-1975 Kawasaki Z1 900

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Color burgandy, showroom condition, only factory reconditioned and new parts are used to make this exceptional motorcycle appear as new \$6,900. (408) 425-1256. CA. (339-41/C)

Wanted CB77, CL77, CB450

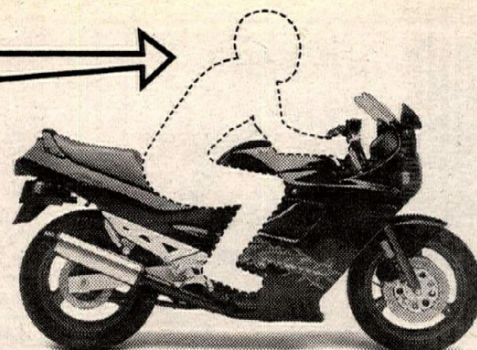
Honda CB77, CL77 bike or parts Bridgestone 90 125 motocrosser Honda CB450 KO bike or parts CB92 bike or parts any condition. (818) 365-0916. CA. (340-41/C)

Kawasaki Triples

'74 H1500 perfect, all original, 12,000 miles, \$1,500. '74 H2750 Cafe Racer, lime green, new motor, beauty, \$1,800. '75 400 all original, needs restoring, \$400. Lots of other triple stuff. Call Mark 1(800) 226-9857 or evenings (512) 219-7920. TX. (340-41/C)

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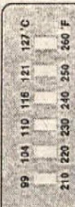
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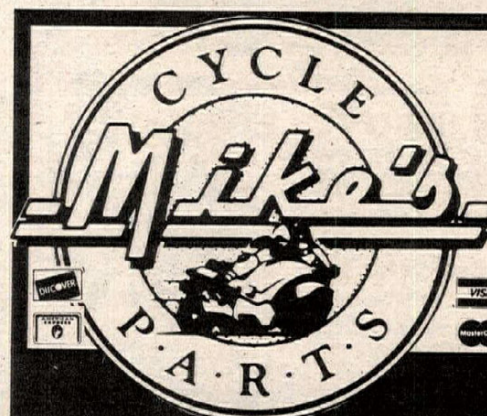
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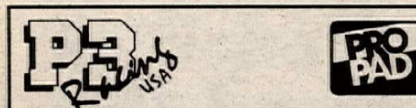
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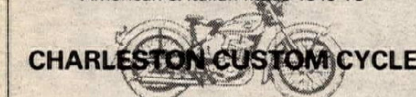
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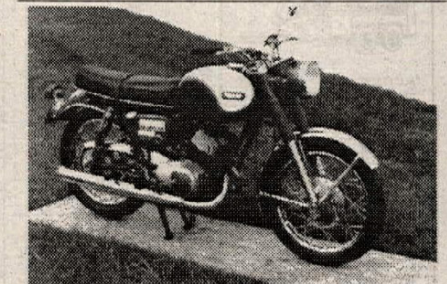
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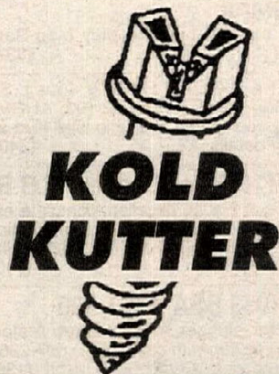
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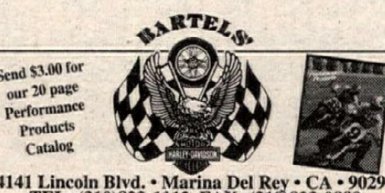
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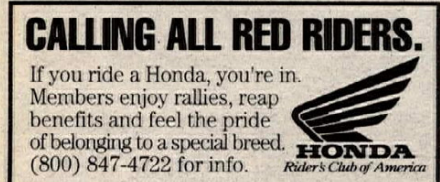
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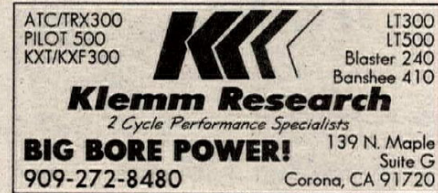
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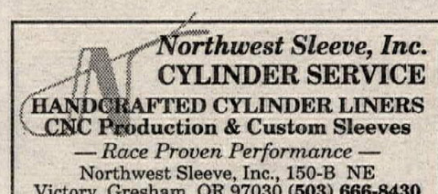


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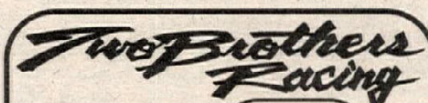
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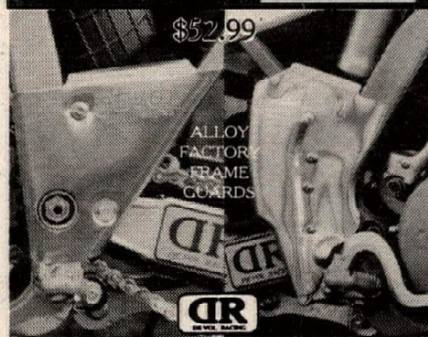
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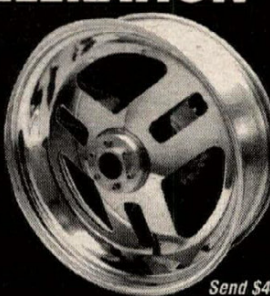
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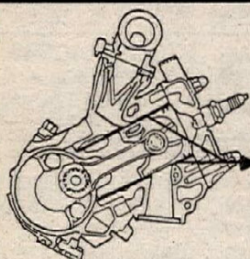


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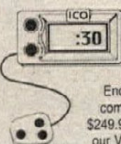
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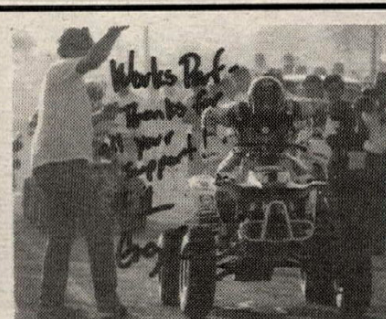
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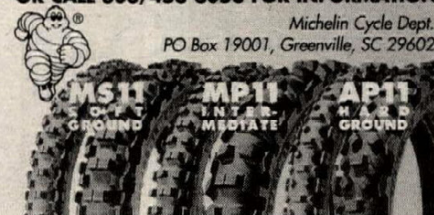
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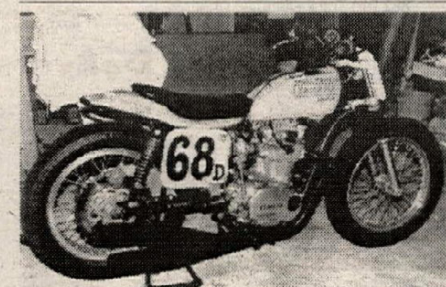
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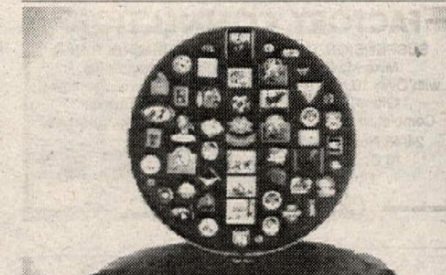
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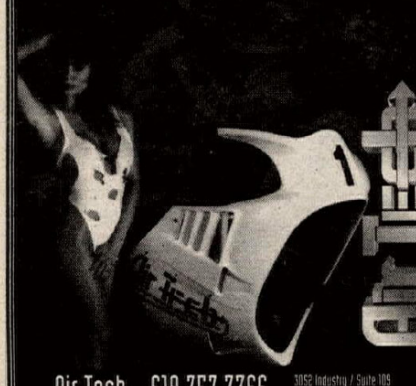
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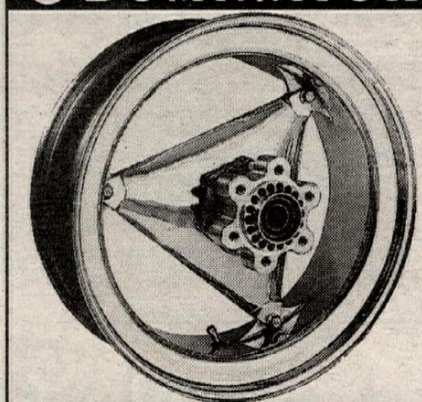
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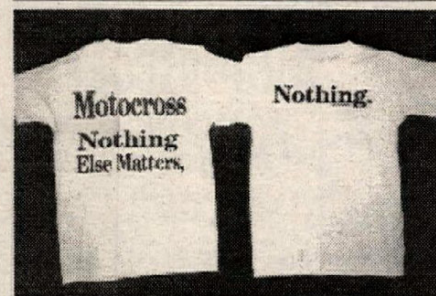
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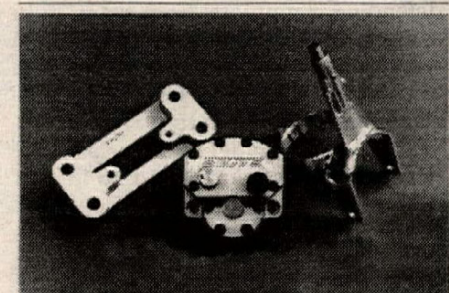
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People who talk sports love to talk about The Streak. This occurs any time a team or a player starts into a long string of successes. The sports media and fans soon pick up on it and follow with magnified interest. Pretty soon everyone is either on the bandwagon or gunning to be the one to blow the tires off it.

Every sport has its own version of The Streak. Baseball legend Joe DiMaggio got a hit in 56 straight games. The Miami Dolphins of the National Football League had a record of 17-0 in the '73 season; college football counterpart Oklahoma University built itself a 47-game winning streak right after World War II. UCLA's basketball team went 88-0 over several seasons. The women's soccer team at the University of North Carolina won 92 straight matches before they were finally tied. (As fate would have it, all three teams - Oklahoma, UCLA and North Carolina - had their winning streaks ended by Notre Dame). The Streak is everywhere, and The Streak always must end.

One autumn day in 1981, I was sitting in my garage arguing with my brother about football cards when the mailman delivered the issue of *Cycle News* that reported that Team USA had won the Motocross des Nations over in Lommel, Belgium. Johnny O'Mara, Danny LaPorte, Donnie Hansen and Chuck Sun somehow knocked off the defending champions from Belgium in a shocking upset. We said, "Wow!" and went right back to arguing over which card was worth more: his Franco Harris or my Walter Payton. I was a 15-year-old ninth grader with no speeding tickets, no knee injuries and no idea of what girls were all about. Beer was something my dad drank; motocross was something we did after mowing the lawn.

The importance of Team USA's first win at the MX des Nations was lost on me. How could anyone know that the most dominant era in the history of motocross would begin with these four good-but-not-quite-great racers who were dressed in identical JT Racing outfits? In the course of the next dozen years Team USA would win in the sands of Europe, the mud of America, the rocks of Europe, the sands of Australia and the high-speed freeways of

Europe. But, as other sports remind us, The Streak must end. Last month a three-man team from Great Britain knocked off the Americans on a cloudy, dismal day in Roggenburg, Switzerland, and the longest streak in motocross history was over after 13 years.

To put The Streak into perspective, one must think back to the good old days of 1981, when a Nissan was still called a Datsun. When the year began, Jimmy Carter's moving vans were still in the driveway of the White House and the U.S. hostages were still in Iran. (That was an unfortunate 444-day streak). The Berlin Wall was still in place, which meant there were two Germanys and one Iron Curtain. There was a new product out called cable television, but ESPN and MTV were yet to be aired. Disco was only just beginning to suck. "Chariots of Fire" won the Academy Award for Best Motion Picture and The Clash triple-LP "Sandinista" was probably the best album down at the local record store. That's right, album - CD players had yet to fall into the hands of the general public. Same goes for personal computers, cellular telephones, video cameras and automobile air bags. They had not yet invented the FAX machine with which I sent this essay over to *Cycle News*.

In the motorcycle world the reigning 500cc World Road Racing Champion was a guy named Kenny Roberts. America had yet to produce a World MX Champion, which meant that Brad Lackey was still somewhere over there in Europe, banging the drum slowly in search of his dirt bike destiny. Belgian star Stefan Everts' dad, Harry, was still racing on the Belgian team, and Yamaha factory rider Kevin Windham was just three years old. Everyday racers were wearing those boot Gators and Scott face masks; Roll-Off systems, carbon-fiber knee braces and upside-down forks were still on the drawing boards. Loretta Lynn was just a country singer, not a race track operator, and Saddleback was still a track, not a distant memory or a junior college. The reigning NMA Grand National Minicycle Champion was a kid named George Holland and, as my dad likes to remind me when he's mad, the AMA's

Minibike champ was Davey Coombs. (Just look at me now!)

So many changes have taken place over these past 13 years that it's sometimes hard to tell which way the forks are supposed to be pointed. Still, one thing we could always count on was The Streak. Even though Team USA nearly lost that race four or five times, it always seemed to be a sure thing that we would win it forever, especially with so many American heroes to defend us. Bob Hannah was part of The Streak. So was Rick Johnson and Jeff Ward. And David Bailey, Broc Glover, Ron Lechien, Mark Barnett, Jeff Stanton and Danny "Magoo" Chandler.

Mike Kiedrowski, Jeff Emig and Mike LaRocco were also part of The Streak. Each rider was a member of at least one winning team. However, each are also members of the team that finally lost, and for that they will probably be long-remembered. How could they have lost? The blame game has begun... and so has the winter of our discontent.

When the race in Roggenburg ended a British gentleman with suspenders and a cigarette skipped away from the awards ceremony with the trophy that had long been in our possession, LaRocco and Kiedrowski sat in seclusion in the compound-like camp of Team USA, while Jeff Emig walked alone to the middle of the empty, trash-strewn infield, sat down by himself and cried. No one was embarrassed by the performance, but all were bitterly disappointed by the defeat. Meanwhile, over in the Camelshod media tent, the second-guessing had already begun.

One scribe questioned the preparedness of Kiedrowski, who was just coming off a long absence due to a broken finger. But in his defense Kiedrowski did not get passed by a single rider that day in Switzerland. However, bad starts on a technically void track like Roggenburg could stop anyone, including the only four-time U.S. National MX Champion racing today. However, Rob Herring, not even a top 10 rider in the 250cc World MX championships this year, got a holeshot and almost won. Kiedrowski did not have much of a chance, and neither would have any of America's other top 250cc MX stars.

Mike LaRocco rode his ass off, no questions asked. But how could he let Frenchman Yves Demaria beat him in the first moto? Well, pretty easily after Demaria grabbed the holeshot and disappeared. There was no catching him on that rocky, smooth, wide-open track. LaRocco came from behind to win the second moto and top 500cc individual honors, but when Demaria, Jacky Martens, Dietmar Lacher and Gert-Jan Van Doorn all crashed in the first turn, there was no one left to finish between him and British star Kurt Nicoll.

And how could Jeff Emig, "Mr. 125," lose to someone who hasn't raced a 125 in five years? That one's a little harder to explain. Emig, the fifth-ranked 125cc rider in the U.S. Nationals this year, was the winner of the fans' balloting - that's right, the fans' choice, not just the AMA's choice. Emig had absolutely no chance against Great Britain's Paul Malin. You see, Malin was riding the race of his life that day in Switzerland. If he didn't do well, his professional career probably would have ended due to a lack of employment and sponsors. Malin was also fortunate in that he was in what many athletes call "the zone" and everything fell right into place. Malin was on a faster bike than Emig. Malin was on the kind of track that exists only in Europe. Malin started on the number-one gate each time. And, once again, Malin was riding for his job. "Jesus could not have beaten Paul Malin today," said someone, but that came as no consolation to Emig.

Now you know how The Streak ended. In motocross, just like baseball, basketball or boxing, on any given day, if all systems are go and everything clicks at once, anyone can win. For Team USA, it happened for 13 straight years before it finally happened for someone else. Funny thing about the end of The Streak is this: Those three British guys have nothing to do with that streak-breaking school called Notre Dame, but Mike LaRocco does. He lives right next door to the president of Notre Dame in South Bend, Indiana. What does this have to do with motocross and winning streaks? Nothing. **CN**

LOOKING BACK...

25 YEARS AGO...
October 28, 1969

Jim O'Neal won the CMC Anniversary Series, scoring 33 of a possible 36 points. A photo on page eight showed O'Neal shaking hands with CMC President Stu Peters while accepting the first-prize, a brand-new Greeves Griffon from the North Hollywood, California, shop of Nick Nicholson...Arne Kring won the first round of the 500cc Inter-Am MX Series at Pepperell, Massachusetts. Dick Mann was seen dicing with John DeSoto at the event... *Cycle News* ran excerpts of Ted Penton's letters, which vividly described the trials and tribulations of the American team while competing at the International Six Day Trial in Garmisch, Germany...



15 YEARS AGO...
October 24, 1979

Team Yamaha's Mike Bell went 1-2 for the overall win in the International class at round four of the Trans-USA motocross series at Road Atlanta in Braselton, Georgia. Kent Howerton finished third overall to retain a 22-point lead over Bell in the series point standings. Jimmy Ellis won the National class...*Cycle News* highlighted the 1980 lineup from Suzuki... A 25-year-old Terry Vance was interviewed by John Germain. Vance had already amassed four Pro Stock drag-racing championships while working with Russ Collins and Byron Hines at R.C. Engineering...Another feature article by Dale Brown posed the question "Will



the Sierra Club rule California?" The story dealt with the Sagebrush Rebellion bill...Greg Zitterkopf was shown tangling with Marty Smith en route to the 250cc Expert win at the DeAnza MX...Doug Chandler won the 500cc Novice class at the Monterey short track on September 29, the same day that Ronnie Jones won the Junior Expert main at the Oklahoma State Fair short track...

5 YEARS AGO...
October 18, 1989

A full color shot of Fred Hoess graced the cover of the issue which featured complete results from the 64th ISDE in Walldurn, West Germany. Stephane Peterhansel won the event, and Italy won the World



Trophy; deja vu all over again...Team Kawasaki's Jeff Ward won the 500cc class and Team Honda's Mike Kiedrowski was the 125cc victor at the 125/500cc Budds Creek National. Recently crowned 125cc World Champion Trampas Parker was on hand to compete but DNF'ed the second 125cc moto...Scott Parker claimed his 30th AMA Grand National dirt track win at the Sacramento Mile. The win was Parker's 10th of the season, and it made him nine for nine on mile ovals...John Mafaro downed Keith Gray to win the Pro Stock title at the NHRA Heartland Nationals...Tallon Vohland topped the MTEG Las Vegas Ultracross...The Human Race Team won the 12th round of the WERA/EBC Brakes National Endurance Series in Shannonville, Ontario, Canada...Ken Lyon clocked a 205.245 mph run in his BMW-powered streamliner at the Bonneville salt flats... **CN**

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